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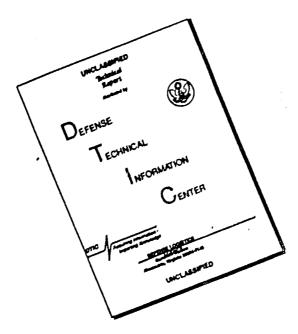
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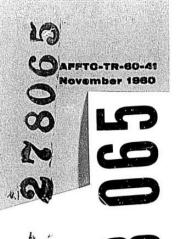
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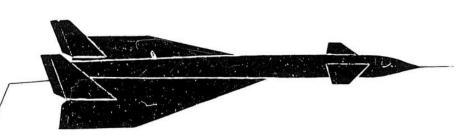
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APPENDIX III YAC-1DH CATEGORY II PERFORMANCE AND STABILITY TESTS

SLATON L. JOHNS Captain, USAF Project Engineer J. K. CAMPBELL Captain, USAF Project Pilot

July 23/962

UNITED STATES AIR FORCE
EDWARDS AIR FORCE BASE, CALIFORNIA
AIR RESEARCH AND DEVELOPMENT COMMAND
AIR FORCE FLIGHT TEST CENTER

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APPENDIX III - YAC-1DH CATEGORY II PERFORMANCE AND STABILITY TESTS

SLATON S. JOHNS Captain, USAF Project Engineer

J. K. CAMPBELL Captain, USAF Project Pilot

TABLE OF CONTENTS

	Page No.
TAKE-OFFS	1
SAWTOOTH CLIMBS - TWO ENGINE	51
SAWTOOTH CLIMBS - SINGLE ENGINE	65
CHECK CLIMBS - TWO ENGINE	69
CHECK CLIMBS - SINGLE ENGINE	82
SPEED POWERS - TWO ENGINE	94
SPEED POWERS - SINGLE ENGINE	107
LANDINGS	109

YAC-1DH USA No. 57-3079 TEST TAKE-OFF

Flight No. 14 RUNI			Avg. RPM 2700 MAP 50.0 " H9			
Date 16	FEB 1960		Mixture Rich			
OAT	18	Deg. C	Flap Posi	tion 15	Dog.	
Press. A	lt240	Ft.		26000		
	ed 3.2			0. 50 Ft.		
7	ection 220			30 Kts. 83		
	_			5.5 Kts. <u>83</u> .3		
	ading 260	15		DISTANCE - Ft		
	DISTANCE - Ft	urioni - tr			imidit - Fe	
0	0		19.5	1:45		
6.4	55		19.8	1185		
8.6	150		20.1	1225		
10.	230		20.3	1265		
11.4	315		20.7	1305		
12.4	395		21.0	1345		
13.3	470		21.3	1390		
14.2	550		21.5	1430		
14.6	590		21.8	1470	0.	
15.	630		22.1	1510	2	
15.4	670		22.4	1550	4	
<i>15</i> .8	710		22.6	1585	6	
16.1	750		22.9	1625	9	
16.5	790		23.2	1665	12	
16.8	830		23.5	1705	15	
17.2	870		23.7	1745	19	
17.5	905	91	24.0	1785	24	
17.9	950		24.3	1825	28.	
18.2	985		24.6	1865	34	
18.5	1025		24.8	1905	40	
18.8	1065		25.1	1945	44	
19.2	1105		25.4	1985	50	

1

		TEST LAKE	E - OFF		
Flight N	0. 14 RUN 2	•	Avg. RPM 4	2700 MAP 49.9'	Hq
Date 16	FEB. 1960		Mixture R	ich	
OAT	18	Deg. C	Flap Posi	tion 15	Deg.
Press. A	lt240	Ft.	Gross Wt.	25920	Lbs.
Wind Spec	ed <u>3.5</u>	Kts.	T.	0. 50 Ft.	•
Wind Dire	ection 230	.Deg.	ias _e	80 Kts. 85	Kts.
Runway He	ading 260	Deg.	Ver <u>79</u>	.5 Kts. 79.5	Kts.
TIME - Sec	DISTANCE - Ft	HEICHT - Ft	TIME - Sec	DISTANCE - Ft	HEIGHT - Ft
0	0		20.0	1535	2
4.1	65		20.2	1575	3
6.3	140		20.5	1615	7
7.7	225		20.8	1655	13
9.0	310		21.1	1695	18
10.0	385		21.3	1735	23
10.9	465		21.7	1780	32
11.7	540		21.9	1820	42
12.5	620		22.2	1855	51 .
13.4	705		22.5	1890	63
14.1	780			4. · · · · · · · · · · · · · · · · · · ·	
14.8	860				•
15.5	940				A
16.1	1020				
16.8	1100				
17.4	1180				
18.0	1260	2			
18.5	1335				
18.8	1375				
19.1	1420				
19.4	1460				
19.7	1495	0			

YAC-1DH USA No. 57-3079 TEST TAKE-OFF

Flight N	Flight No. 14 RUN 3 Avg. RPM 2700 MAP 500" Hg				
	FEB 1960			ich	
	18	Deg. C		tion 15	
[1t240			25820	
				0. 50 Ft.	
_	ed <u>2.6</u>			75 Kts. 80	
	ection 2/5				
126	eading 260			9 Kts. <u>8/</u>	
TIME - Sec	DISTANCE - Ft	HEIGHT - Ft	TIME - Sec	DISTANCE - Ft	HEIOHT - Ft
0	0		19.6	1380	3
4.7	70		19.8	14-25	7
6.8	145		20.1	1465	13
8.4	225		20.4	1505	16
9.6	310		20.7	1545	25
10.7	390		21.0	1585	31
11.6	470		21.3	1625	40
12.5	550		21.6	1665	49
13.3	630		21.9	1705	59 .
14.1	715			***	
14.8	790				
15.5	870		- 400		
16.1	950				
16.8	1030				
17.1	1070				
17.4	1105				
17.7	1145				
18.1	1185				
18.3	1225				
18.6	1260				
19.0	1300	0			
19.2	1340	2			

YAC-10H USA No. 57-3079 TEST TAKE-OFF

Flight No. 14 RUN 4 Avg. RPM 2700MP 50.0" Hq					. Hq	
Date 16	FEB. 1960		Mixture Rich			
OAT	18	Deg. C	Flap Posi	tion15	Deg.	
Press. A	lt. <u>-240</u>	Ft.	Gross Wt.	25740	Lbs.	
Wind Spe	ed	Kts.	T.	0. 50 Ft.	,	
Wind Dire	ection 240	.Deg.	IAS	0 Kts. 80	Kts.	
Runway He	eading 260	.Deg.	Vgr <u>7</u>	6 Kts. 77	Kts.	
	DISTANCE - Ft			DISTANCE - Ft		
0	0		17.9	1390	25	
3.9	90		18.3	1430	31	
5.6	160		18.6	1470	40	
7.0	235		18.8	1505	46	
8.2	320		19.2	1545	56	
9.2	400					
10.1	475					
10.9	550					
11.7	630					
12.4	710					
13.2	790					
13.8	870					
14.5	945					
15.2	1030					
15.5	1070					
15.8	1110	0				
16.1	1150	2				
16.4	1190	3				
16.7	1230	6				
17.0	1265	9				
17.3	1305	13				
17.6	1350	<u> 19</u>				

YAC-1DH USA No. 57-3079 TEST TAKE-OFF

Flight N	10. 14 RUN 5		Avg. RPA	2700 MP 50.0'	'Hq
	FEB 1960		Mixture R	ich	
	18	Deg. C		tion <u>30</u>	
	lt. <u>-240</u>		-	25620	
	ed CALM			o. 50 Ft.	
1	ection			8 Kts. 75	
				7 Kts. 80	
	pading 260			DISTANCE - Ft	
	DISTANCE - Ft	nriuni = tt			
0	0		16.8	1280	3
1.4	30		17.1	1320	5
2.4	55		17.4	1360	8
3.1	85		18.1	1440	12
5.0	175	=	18.7	1520	15
6.3	33 <i>5</i>		19.3	1595 1665	23 30
7. <i>4</i> - 8. <i>5</i>	415		202	1710	38
9.4	495		20.6	1755	4-0
10.3	575		20.9	1790	45.5
11.0	650		21.2	1830	50
11.9	730				·
12.6	810				
13.4	885				
14.1	965				
14.4	1005				
14.8	1040				
15.1	1075				
15.5	1120				
15.8	1165				
16.1	1200				
16.5	1240	0			

YAC-1DH USA No. 57-3079 TEST <u>TAKE-OFF</u>

ADOL							
Flight N	0. 14 RUN 6	•	Avg. RP4	2700MP 50.0	<u>"</u> Hq		
Date 16	FEB 1960		Mixture R	Lch			
OAT	17	Deg. C	Flap Posi	tion <u>30</u>	Deg.		
Press. A	lt240	Ft.	Gross Wt.	25520	I.bs.		
Wind Spe	ed CALM	.Kts.	T.	0. 50 Ft.			
Wind Dire	ection	Deg.	IAS	5 Kts. 70	Kts.		
	eading 260		Vgr <u>7</u> .	3 Kts. <u>78</u>	Kts.		
	DISTANCE - Ft			DISTANCE - Ft			
0	0		17.1	1340	10		
2.2	40		17.4	1380	19		
3.0	90		18.0	1445	33		
3, 7	120		18.7	1540	50		
4.5	160		19.4	1620	70		
5.3	205		20.1	1705	90		
6.7	270						
7.6	360						
8.6	420				1		
9.5	500						
10.3	580						
11.2	660						
11.9	740						
12.6	815						
13.4	895						
14.1	980						
14.8	1060						
15.5	1140	0			,		
15.8	1180	0			***************************************		
16.1	1220	1					
16.4	1260	6					
16.8	1300	8					
							

YAC-10H USA No. 57-3079 TEST <u>FAKE-OFF</u>

Flight 1	NO. 14 KUN /	-	Avg. RPM 2700 PMF 30.0 H9			
Date	6 FEB 1960	Mixture R	ich			
OAT	19	Dog. C	Flap Posi	tion 30	Dog.	
Press. A	ut. <u>-240</u>	.Ft.	Gross Wt.	25410	Lbs.	
Wind Spe	ed 35	.Kts.	T.	0. 50 Ft	•	
Wind Dir	ection 200	.Deg.	IAS	60 Kts. 75	Kts.	
	leading 260		Vere	62 Kts. 75	Kts.	
	DISTANCE - Ft		TIME - Sec	DISTANCE - Ft	HEIGHT - F	
0	0		16.8	1290	35	
1.4	20		175	1370	55	
1.6	5 <i>5</i>		18.3	1445	75	
2.5	95		19.0	1525	95	
5.9	215					
6.5	258	~~~				
7.0	290				Add the POINT OF THE POINT OF THE	
7.6	385			Acquire, and acquire a		
8.6	412	THE RESIDENCE OF THE PARTY OF T				
9.5	495			Daling Landong with the production of the second and the		
10.3	570		PARAMETER SON SECTION	e elemente mantifelle kommittele franktische Kommittele erste en Stammitte	THE STATE OF THE PARTY OF THE STATE OF THE S	
[1.]	650	NOT NOT THE POPULATION OF THE BOX				
11.9	730	CONTRACTOR OF AMERICAN CHILDREN	MONEY TO A SHARE OF THE WARRENCE AND A SHARE OF THE SHARE	and the state of the Contract	- Christian Colonia Colonia Colonia (Colonia Colonia C	
12.7	810	na na again again an	DE PLANT I SIND OF THE RESIDENCE OF THE PARTY.	way a page and a last to make the page of the last to		
13.4	890	A COLON SECURIO SE SE SE SE SENSEDO TODO CO, SE A LOSA SECURIOS APPENDADOS		THE THE THE PERSON CONTRACTOR WITHOUT THE REAL PROPERTY WAS THE THE PERSON WHEN THE PERSON WHE	· west-conference of the control of	
14:1	970			rent area of esting parameters are majority to be presented by	······································	
14.4	1010					
14.8	1050	0				
15.1	1090	8	PET VALSA DESCRIPTION AND PARTIES AND PART	NEW CONTROLLES AND CONTROLS AND	mard Manufic Phrase as assume	
15.5	1130	9		-		
15.8	1170	12			······································	
16.1	1210	16				

■ YAC-1DH MA No. 57-3079

1						
Flight W	0. 16 RUNI		AVE. RPM 2700MAP 50.0" Hq			
Date 18	FRES. 1960		Mixture Rich			
OAT	5.5	Deg. C	Flap Posi	tion 15	Dog.	
Press. A	lt210	Et.	Gross Wt.	22040	Lbs.	
Wind Spec	ed 2.7	Kts.	Т.	0. 50 Ft.		
	ection 210		IAS <u>8</u>	3_Kts. <u>83</u>	Kts.	
	pading 260			3.5 Kts. 83.6		
	DISTANCE - Ft			DISTANCE - Ft		
		n.sioni ~ ro				
0	0		14.7	1320	13.2	
2,3	60		14.9	1355	18.48	
3.8	125		15.1	1395	26.40	
5.1	200		15.4	1435	34.30	
6.1	285		15.7	1475	94.90	
6.9	360		16.0	1515	55.45	
7.8	440					
8.6	515					
9.3	600				1	
10.	675					
10.6	750					
11.2	830					
11.9	910					
12.1	955					
12.4	990					
12.7	1040			~		
13.0	1075					
13.3	1120					
13.6	1155	0				
13.8	1200	2.64				
14.1	1240	5.28				
14.4	1280	7.92				

YAC-1011 UMA 110. 57-3079

Flight H	0. 16 RUNZ		Avg.	RPM 4	2700	MAP 50.0	Hq
Date 18	FEB. 1960		Mixtu	no K	ich		
OAT	7.5	_Deg. C	Flap	Posi	ti.on_	15	Dog.
Press. A	lt210	Ft.	Gross	s Wt.	2	1910	Lbs.
Wind Spe	ed 3.0	_Kts.		T.	0.	50 Ft.	•
Wind Dir	ection 190	Deg.	IAS	_7	5	Kts. <u>88</u>	Kts.
Runway He	oading 260	Deg.	Ver	76	3.2	Kto. <u>88.</u> 2	Kts.
	DISTANCE - Ft		TIME -	. Sec	DIST	ANCE - Ft	HEIGHT - F
0	0		14.	7		355	55.25
2.3	60			.0		1395	60.70
3.7	130			!			
5.0	215						
6.0	285						
6.8	365						
7.7	445						
8.4	520						
9.1	605						
9.8	680			l .			
10.4	760						
11.0	835				,		
11.6	920	0					
12.2	1000	5.28					
12.5	1040	7.92					
12.8	1080	10.56					
13.1	1120	15.85					
13.4	1155	18.48					
13.6	1200	23.75					***
13.9	1240	31.70					
14.2	1280	39.60					
14.5	1315	44.9			*		

Flight N	o. 16 RUN 3		Avg. RPM	2700MAP 50.0	<u>"</u> Hq
Date 18	FEB. 1960		Mixture R	ich	· ·
OAT	7.5	Dog. C	Flap Posi	tion 15°	Deg.
	lt210	_		21840	
	ed CALM			o. 50 Ft.	
_	ection —			5 Kts. 85	
	pading 260			.4 Kts. 85.0	
	DISTANCE - Ft		1	DISTANCE - Ft	
0	4.5	TIETOTT = FO		1355	54
	95		14.7	1395	62
1.9 3.7	175		(4.1	1313	92
5.0	245				
6.0	335				
6.9	405				
7.7	485				
8.5	560				
9.2	640				,
9.9	720				
10.5	800				
11.1	880				
11.8	960	4			
12.0	1000	7			
12.3	1040	12			
12.6	1080	15			
12.9	1115	17			
13.2	1155	23			
13.5	1195	28			
13.8	1235	<i>3</i> 3			
14.1	1275	38			
14.4	1320	46			

YMC-10H UMA No. 57-3079

Flight H	. 16 KUN4		Avg. RPM 2700MAP 50.0° Hq			Hq
Date A.E	BEE 1960			Mixture R	ich	
OAT	8.5	Deg. C		Flap Posi	tion 15	Deg.
Press. A	it, -210	Ft,			21710	
	ed 2.0				0, 50 Ft.	
	ection 240			IAS	74 Kts. 82	Kts.
	ading 260				4. Kts. 80.6	
	İ				DISTANCE - Ft	
0	Ō			19.0	1195	4-1
5.4				19.3	1240	4-6
6.1	65			19.6	1280	54
7.5				19.9	1320	62
9.1	175					
10.5						
11.3	325					
12.2	405					
13.1	485					1
13.8	565				-1	
14.6	645		_			
15.3	725	maybr dagday branchigal daw-shiftigh districts between the				
15.9	800	0		to a Martin and Maria, to your Program & Marian		
162	840	Espes	_			
16.5	880	7	-			
16.9	9 5 5	9				
17.2	960	12	_			***************************************
17.5	1000	17				
17.8	1040	der ed				
18.1	1080	2.5				
18.4	1120	3 <i>0</i>				
18.7	1160	36	11			

YAC-10H U: A Ho. 57-3079

Fliaht. No	. 16 RUN 5		Ave. RPM	2700MP 50.0	"Ha
1	FEB 1960			ich	20
	B . 5				
				tion 15	
	lt210			21600	
Wind Spec	ed	Kts.		0. 50 Ft.	
Wind Dire	ection 260	Deg.	IAS <u>6</u>	4 Kts. 89	Kts.
Runway Ke	ading 260	Deg.	Vgr <u>6</u>	/. Kts. 84 .	Kts.
TDE - Sec	DISTANCE - Ft	IEICHT - Ft	TIME - Sec	DISTANCE - Ft	HEIGHT - Ft
0	0		18.3	1295	36
5.1	35		18.6	1335	38
6.8	105		18.9	1370	41
8.0	170		19.1	1410	44
9.3	260		19.4	1455	49
10.3	340		19.7	1490	51
11.1	420		19.9	1530	57
11.9	500				
12.7	575				
13.4	660	0			
14.1	740	4			
14.8	815	7			
15.4	890	9			
15.7	930	12			
16.0	970	15			
16.3	1015	15			
16.6	1055	17			
16.9	1090	17			
17.1	1130	23			
17.4	1170	25			
17.7	1215	28			
18.0	1255	33			

TAC-1011 UNA No. 57-3079

Flight N	Flight No. 16 Run 6			Avg. RPM 2700MP 50.0"H9				
Date 18	FEB 1960			Mixtu	ro K	ich		·
OAT	8.5	Deg. C		Flap	Posi.	tion	5	Dog.
Press. A	lt210	Ft.		Gross	Wt.	2152	30	Lba.
Wind Spec	ed 2.9	Kts.			T.	0.	50 Ft,	
1	ection 260			IAS	6	O Kts.	78	Kts.
-	pading 260			Ver	64	-, 6 Kts.	72.	<u>3</u> Kts.
	DISTANCE - Ft		- Ft	THE -	Sec	DISTANCE	- Ft	HEIGHT - F
0	0							
4.6	4-5							
5.7	70							
7.7	150							
9.0	230				····			
10.0	310							
10.9	380							
11.8	460				ylangili daganlar			
12.5	545							
13.3	620	0						
13.6	660	4						
14.0	700	7						
14.3	740							
14.7	780	12						
15.0	820	15						
15.3	860	17				~~~~		
15.7	900	23						
16.0	940	30						
16.3	975	38						
16.6	1015	44			~	***************************************		
17.0	1060	54						
17.3	1100	62		and the sequence of the sequen				
			13	3				

YAC-1011 USA No. 57-3079

		TEST	and the second s
Flight No	. 16 RUN 7		Avg. RPM 2700MP 50.0 Hq
Date 18	FEB. 1960		Mixture Rich
OAT	9.5	Deg. C	Flap Position 30 Deg.
Press. A	lt210	Ft.	Gross Wt. 21420 Lbs.
Wind Spec	ed 2.1	.Kts.	T.O. 50 Ft.
	ection 240		IAS <u>60</u> Kts. <u>64</u> Kts.
	pading 260		Vgr 62.2 Kts. 65.8 Kts.
	Į.		TIME - Sec DISTANCE - Ft HEIGHT - Ft
0	0		
.7	45		
2.5	95		
4.1	175		
5.4	255		
6.5	335		
7.5	410		
8.4	490		
9.2	570		
10.0	650		
10.4	690	0	
10.8	730	2	
11.2	770	4	
11.5	805	7	
11.9	850	13	
12.2	890	19	
12.6	930	28	
13.0	965	37	
13.3	1000	49	
13.7	1045	60	

YAC-1011 UM No. 57-3079

Flight N	o. 16 RUN 8		Avg.	RPM 4	2700MP	50.0	2"Hq	
Date 18	FEB. 1960		Mixtu	re K:	ich		•	
OAT	9.5	Deg. C	Flap	Posi	tion 3	0	Dog.	
Press. A	lt2/0	Ft.	Gross	Wt.	2/3	00	Lbs.	
Wind Spec	ed CALM	Kts.		Т.	0.	50 Ft.	•	
Wind Dire	ection —	.Deg.	IAS	5	5 Kts.	62	Kts.	
	eading 260		Ver	53	. 6 Kts.	59	Kts.	
	DISTANCE - Ft		THE -	Sec	DISTANCE	- Ft	HEIGHT	- Ft
0	0							
1.6	50							
3.4	115							
4.7	190							
6.0	270							
6.9	350							
7.8	425							
8.7	505							
9.5	580	0						,
9.9	620	4						
10.3	665	9						
10.7	700	12						
11.0	740	20						
11.4	780	28						
11.8	820	36					··· ···	
12.2	860	AA						
12.5	900	52						
12.9	930	59						
							~~~~	
								********

		TEST	NS WEL				
Flight N	0. 16 RUN9	-	Avg. RPM	2700MAP 50.0	<u>)</u> "Hq		
Date 18	FEB. 1960	<u>).</u>	Mixture Rich				
OAT	10.5	_Deg. C	Flap Posi	tion 30	Dog.		
Press, A	lt210	_Ft.	Gross Wt.	21220	Lbs.		
Wind Spec	ed 1.5	_Kts.	Т.	.o. 50 Ft			
	ection 250		IAS	53 Kts. 64	Kts.		
	eading 260		Ver <u>5</u>	1.7 Kts. 62.2	Z Kts.		
			TIME - Sec	DISTANCE - Ft	HEIGHT - Ft		
0	0		18.8	1045	60		
5.3	60						
6.3	70						
8.6	150						
9.9	220						
11.1	295						
12.1	375						
13.0	455	0					
13.4	495	2			,		
13.9	535	3					
14.3	570	4					
14.7	610	6					
15.1	650	7					
15.5		12					
15.8		16					
16.2	770	19			T-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1		
16.6	810	22					
16.9	850	25					
17.3	885	31	·				
17.7 18.0	92 <i>5</i> 96 <i>5</i>	37					
18.4	1005	43					
10.4	, 003	54					

#### YAC-10H UNA No. 57-3079

Flight	No. 16 RUNIC	)	Avg. RPM 2700MP 50.0" Hq			
Date	8FEB 1960	•	Mixture R	ich		
OAT	0.5	Deg. C	Flap Posi	tion 30	Dog.	
Press.	Alt210	Ft.	Gross Wt. 2/120 Lbs.			
Wind Spe	ed CALM	_Kts.	Т.	0. 50 Ft	•	
Wind Dia	rection	Deg.	IAS 4	49 Kts. 62	Kts.	
Runway 1	Heading 260	Dog.	Vgr <u>5</u> ,	1.5 Kts. 61.6	_ Kts.	
	DISTANCE - Ft		TIME - Sec	DISTANCE - Ft	HEIGHT - Ft	
0	0		12.2	842	47	
.9	27		12.6	881	53	
2.3	60		12.9	920	59	
3.4	100					
4.0	136					
4.6	176					
5.3	220					
5.8	260					
6.3	298					
6.9	338					
7.3	378					
7.8	412				,	
8.2	455	0				
8.7	492	3				
9.1	532	5				
9.5	572	8				
9.9	610	11				
10.3	650	15				
10.6	685	21				
11.0	725	26				
11.4	765	35				
11.8	806	40				
		17				

Flight N	0. 20 RUNI	,	Avg. I	ipm á	2700	PAP	50.0	Hq.	
	MARCH 1960		Mixtu						
	12		Flap Position 30 Deg.						
	lt. 2150		-					Lbs.	
			CL 055				o Ft.		
	ed <u>CALM</u>		TAG					Kts.	
	ection								
	ading 040							5 Kts.	
TIME - Sec	DISTANCE - Ft	HEIGHT - Ft	TIME -	Sec	DIST	VMCE	- Ft	HETCHT	- Ft
0	992	0							
2.	1009	0					<del></del>		
4.	1072	0							
6.	1164	0							
8.	1287	0				<del></del>			
9.	1359	0					·		··
10.	1438	0							
11.	1523	0							
12.	1613	0				<del>,</del>		······································	
12.25	1638	0							
12.75	1685	0							
13.	1709	, 83	~ <del></del>					·	
14.	1807	7.05	<del></del>						:111 
15.	1906	18.25							
16.	2006	31.33	,			<del></del>		····	
17.	2105	44.39						·····	
18.	2204	57.69		_				' <del></del>	
				_		<del>,,,,,,,,</del> ,,			
						<u></u>		<del></del>	
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#### YAC-1011 WA No. 57-3079

Date 7 MARCH 1960  ONT 10.5 Deg. C Flap Position 30 Deg. Press, Alt. 2140 Ft. dress Wt. 26420 Lba, Wind Speed CALM Kts. T.0, 50 Ft. Wind Direction Deg. IAS 57 Kts. 6/ Kts. Runway Roading 040 Deg. Vgr 59.7 Kts. 62.2 Kts.  TIRE - See DISTANCE - Ft IEDIOHT - Ft TIME - See DISTANCE - Ft HEIGHT - Ft  O. 996  2. 1019  4. 1082  6. 1179  8. 1309  9. 1385  10 1468  11. 1557  .11.75 1628 .12. 1652 12.75 1731 13 1752 .79 14. 1856 6.20 15. 1962 16.32 16. 2067 30.50 17. 2173 45.35 18. 2278 59.22	Flight N	Flight No. 20 Run 2		Avg. RPM 2700MP 50.0" Hq				
Press, Alt, 2140 Ft. Gross Wt, 26420 Lbs,  Wind Speed CALM Kts. T.O. 50 Ft.  Wind Direction Deg. IAS 54 Kts. 6/ Kts.  Runway Heading 040 Deg. Vgr 59.7 Kts. 622 Kts.  TDE - Sec DISTANCE - Ft HEIGHT - Ft TIME - Sec DISTANCE - Ft HEIGHT - Ft  O. 996  2. 1019  4. 1082  6. 1179  8. 1309  9. 1385  10. 1468  11. 1557  .11.75 1628  .12. 1652  12. 1652  12. 1652  13. 1752 .79  14. 1856 6.20  15. 1962 16.32  16. 2067 30.50  17. 2173 45.35  18. 2278 59.22	Date 7	MARCH 196	50	Mixtu	ro Hich		· •	
Wind Speed CALM       Nts,       T.O.       50 Pt.         Wind Direction       Deg.       IAS       54 Kts.       67 Kts.         Runway Hoading       040 Deg.       Vgr 59.7 Kts.       62.2 Kts.         TDE - Sec DISTANCE - Pt       HEIGHT - Pt       TIME - Sec DISTANCE - Pt       HEIGHT - Ft         O.       996       Deg.       Deg.       Deg.       No.       Deg.       No.       No.       Deg.       Deg.       No.       Deg.	OAT	10.5	Deg. C	Flap	Position	30	Dog.	
Wind Direction — Deg. IAS 54 Kts. 6/ Kts.  Runway Heading 040 Deg. Vgr 59.7 Kts. 622 Kts.  THE - Sec DISTANCE - Ft ISTORT - Ft TIME - Sec DISTANCE - Ft HEIGHT - Ft  O. 996  2. 1019  4. 1082  6. 1179  8. 1309  9. 1385 10. 1468  11. 1557  11.75 1628  12. 1652  12. 1652  13. 1752 .79  14. 1856 6.20  (5. 1962 16.32  16. 2067 30.50  17. 2173 45.35  18. 2278 59.22	Press. A	lt. 2140	Et.	Gross	Wt2	Lbs.		
Runway Heading _040   Deg.   Ver   59.7   Kts. 62.2   Kts.   THE - Sec   DISTANCE - Pt   HEIGHT - Pt   TIME - Sec   DISTANCE - Pt   HEIGHT - Pt   O.	Wind Spec	ed CALM	Kts.		T.O.	50 Ft,		
THE - Sec DISTANCE - Ft   HEIGHT - Ft   TIME - Sec DISTANCE - Ft   HEIGHT - Ft    O. 996   2. 1019   4. 1082   6. 1179   8. 1309   9. 1385   10. 1468   11. 1557   1628   11. 1557   17. 12. 1652   12. 1652   12. 1652   13. 1752   79   14. 1856   6.20   15. 1962   16.32   16. 2067   30.50   17. 2173   45.35   18. 2278   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22   39.22	Wind Dire	ection	Deg.	IAS	54	Kts. 6/	Kts.	
THE - Sec DISTANCE - Ft   NEIGHT - Ft   TIME - Sec DISTANCE - Ft   HEIGHT - Ft    O. 996	Runway He	pading 040	Deg.	Ver	59.7	Kts. <u>62.2</u>	Z Kts.	
2. 1019 4. 1082 6. 1179 8. 1309 9. 1385 10. 1468 II. 1557 .11.75 1628 .12. 1652 12.75 1731 13. 1752 .79 14. 1856 6.20 15. 1962 16.32 16. 2047 30.50 17. 2173 45.35				TLME -	Sac DIS	TANCE - Ft	HEIGHT - Ft	
4. 1082 6. 1179 8. 1309 9. 1385 10. 1468 11. 1557 .11.75 1628 .12. 1652 12.75 1731 13. 1752 .79 14. 1856 6.20 15. 1962 16.32 16. 2067 30.50 17. 2173 45.35 18. 2278 59.22	0.	996						
6. 1179 8. 1309 9. 1385 10. 1468 11. 1557 11.75 1628 12. 1652 12.75 1731 13. 1752 .79 14. 1856 6.20 15. 1962 16.32 16. 2067 30.50 17. 2173 45.35 18. 2278 59.22	2.	1019						
8.       1309         9.       1385         10.       1468         11.       1557         11.75       1628         12.       1652         12.75       1731         13.       1752       .79         14.       1856       6.20         15.       1962       16.32         16.       2067       30.50         17.       2173       45.35         18.       2278       59.22	4.	1082						
9. 1385 10. 1468 11. 1557 . 11.75 1628 . 12. 1652 12.75 1731 13. 1752 .79 14. 1856 6.20 15. 1962 16.32 16. 2067 30.50 17. 2173 45.35 18. 2278 59.22	6.	1179						
10       14-68         11.       15-57         . 11.75       16-28         . 12.       16-52         . 12.75       17-31         . 13.       17-52       .79         . 14.       18-56       6.20         . 15.       19-62       16.32         . 16.       20-67       30-50         . 17.       2173       45.35         . 18.       22-78       59.22	8.	1309						
11.       1557         .11.75       1628         .12.       1652         .12.75       1731         .13.       1752       .79         .14.       1856       6.20         .5.       1962       16.32         .16.       2067       30.50         .17.       2173       45.35         .18.       2278       59.22	9.	1385						
. 11.75       1628         . 12. 1652          . 12.75          . 13. 1752          . 14. 1856       6.20         . 15. 1962       16.32         . 16. 2067       30.50         . 17. 2173       45.35         . 18. 2278       59.22	10.	14-68						
12. 1652 12.75 1731 13. 1752 .79 14. 1856 6.20 15. 1962 16.32 16. 2067 30.50 17. 2173 45.35 18. 2278 59.22	11.	1557						
12.75	. 11.75	1628	······				,	
13.       1752       .79         14.       1856       6.20         15.       1962       16.32         16.       2067       30.50         17.       2173       45.35         18.       2278       59.22	. 12.	1652						
14.       1856       6.20         15.       1962       16.32         16.       2067       30.50         17.       2173       45.35         18.       2278       59.22	12.75	1731						
15.       19 62       16.32         16.       2067       30.50         17.       2173       45.35         18.       2278       59.22	13.	1752	.79					
16.       2067       30.50         17.       2173       45.35         18.       2278       59.22	14.	1856	6.20					
17.     2173     45.35       18.     2278     59.22	15.	1962	16.32					
18. 2278 59.22	16.	2067	30.50					
	17.	2173	45.35					
	18.	2278	59.22					
		The state of the s		em dallocks dragony ring treff-ch-schopages				
		Million Public Addition 1978 and delivery to the Contract of t	many complexications are not introduced to the					
		named BCA (State of the State) require year to be desired the manager of Patternagers (						

Flight N	0. 20 RUN 3		Δνα	DPM 270	00MP50.0	"Ha
	MARCH 1960					
	10.5		_		m 30	
Press. A	lt. 2145	Ft.	Gross	Wt	26280	Lbs.
Wind Spee	ed CALM	Kts.		T.O.	50 Ft.	•
Wind Dire	ection	Deg.	IAS	60	_ Kts 64	Kts.
Runway He	ading 040	Deg.	Vgr	60.7	_ Kts. <u>64.9</u>	Kts.
TDE - Sec	DISTANCE - Ft	MEICHT - Ft	TIME -	Sec DIS	STANCE - Ft	HEIGHT - Ft
0	996					
2.	1018					
4.	1079					
6.	1176					
8.	1305					
10.	1465					
11.	1554					
11.75	1625					
12.	1649					,
13.	1750					
14:	1856	4.31				
15.	1964	11.69				
16.	2074	21.47	<u> </u>			
17.	2185	32.70				
18.	2298	45.50				
19.	2411	57.69				
					,	
			1			
		3.0				

## TIST TAKE OFF

		2.474					
	20 Run 5		AVKa	HIM R	TOOMP E	60.0	Hq
Date Z	MARCH 196	٥	Plytu	ra dite	h		-1-
OAT	12.	$\nabla \phi_T = 0$	Flap	Pos1t1	on 30	0	Dog.
Press. Al	lt. 2/40	r t	dry.	11t.	2614	0	Lbs.
Wind Spec	ed CALIM	Mill.		1 , (),	, 5	() Ft.	
Wind Direction		70 ₁₇ 4	160		kts	58	Kts.
Runway Heading 040. Dogs		Dogo	Vix	57	€ Kts. s	59.5	5 Kts.
TIME - Sec DISTANCE - Ft HE			TIME -	Sec D	ISTANCE -	- Ft	HEIGHT - Ft
0	995						
2.	1017						
4.	1078						
6.	1172						
8.	1299						
9.	1373					<del></del>	
10.	1453						
11.	1540				an a real firm the addition to the part of the contract of the		
11.75	1609						
12.	1633						
12.50	1681						
13.	1730	1 - 60 60			telengger Aller oder og er tre grænningstyde ga		
14.	1931	8.91	and the state of the last transport to the transport to t		and white the supplemental section of the section o		
15.	1926	AC 31	culture to trace - a control of the		r - tima allama, mindro contra resordiant serfesa di chi mitada serilian		
16.	2033	35.52	sample of some Park (1997) of the		sarrajine Masekara konkenaraji iniskagem		
17.	2134	1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1			and the state of t		
18.	2234	65.5E	an and an information of G ^{eo} Call ^a of Balance has noticed a subsect		na a den dia distributa di Adamanda di Salaman di Salam		
		The second secon	. g. op - of Park to 6 design and strange as transfer in some other		Anna ay ay an		
			rit nissarrama pa asala sarratira bisa salmustrama a				
	And the Control of th	A rap of a solid Temperature of Market 1 for the Market State and Market S	mager skipping light manny plans		Millerinen de Jahli Ades, Whiringshitesys Jandysson		
nd v (VIII-) Wedd Plan II, Michael Spains (Chyllide Lones as ph. 2- (yn	Market Berling Berling Berling State (State of the State		en allenswerenstysgen vital Viellanggar i sven		on-differ associately defining magazine and see		

Flight N	. 20 RUN 7		Avg. RPM 2700MP 50.0° Hq
Date 71	MARCH 1960		Mixture Rich
OAT	12	Deg. C	Flap Position 30 Deg.
Press. A	lt. 2150	Ft.	Gross Wt. 25930 Lbs.
Wind Spec	ed CALM	Kts.	T.O. 50 Ft.
	ection —		IAS <u>55</u> Kts. <u>64</u> Kts.
	eading 040		Ver <u>58.1 Kts. 63.0 Kts.</u>
			TIME - Sec DISTANCE - Ft HEIGHT - F
0	994		
2.	1014		
4.	1072		
6.	1167		
8.	1293		
9.	1368		
10.	1449		
11.	1538		
11.50	1585		
12.	1632		
12.25	1657		
13.	1732	2.94	
14.	1834	9.04	
15.	1938	17.71	
16.	2044	<i>30.35</i>	
17.	2150	45.08	
18.	2256	58.62	
		22	

Flight N	0. 21 Ru	<u>'</u> V/	Avga	RPM -	2700 MAP.	50.0	'Hq	
	MAR 1960		Mixti	uro Ri	lch			
OAT	6	Deg. C			tion/			
	lt, 2/80				2592			
	ed				0.			
	ection /O		TAS		9 Kts.			
					7 Kts.			
	DISTANCE - Ft							F+
			11111	- 500	DIDITATOD		I I I I I I I I I I I I I I I I I I I	
0.0	998	0			- tota vende Alt la table and and			
2.0	1019							
4.0	1047							
6.0	1134							
8.0	12-61							
10.0	1425							
11.0	1520	Ŋ						
12.0	1623	ľ						
13.0	1733	0						1
14.0	1850	2						
15.0	1973	5			Andrew State of the second			
16.0	2100	13						·
17.0	2229	Z8						
18.0	2358	4-9						
19.0	2486	76						
zo.0	2610	106						
21.0	2732	135	-					
		And the state of t	in mighell divider error of divide belogs purchase qu		an a min a tha daile ann an agus gu gcunga gha an aighe an d			
		The second secon	Mine that desire		rus dan self self di di v gar digityakkan kilana Najulgik ki a t N			
		23	the art of the same of the particular parameter.					

TEST TAKE-OFF									
Flight No. 21 RUN3			Avg. RPM 2700 MAP 50.0" Hq						
Date 10 MAR 1960			Mixture Rich						
OAT	8	Deg. C	Flap Position 15 Deg.						
Press. A	lt. 2/80	.Ft.	Gross Wt. 25800 Lbs.						
Wind Speed <u>CALM</u> Kts.				T.C	).	50 Ft.			
Wind Dire	ection	Deg.	IAS	73	3.5 Kts.	79.	Kts.		
Runway He	ading 40	Deg.	Vgr	73.	.5 Kts.	74.	Kts.		
TIME - Sec	DISTANCE - Ft	HEIGHT - Ft	TIME -	Sec :	DISTANCE	- Ft	HEIGHT	- Ft	
0.0	994								
3.0	1043								
6.0	1189								
9.0	1423								
11.0	1621								
12.0	1732								
12.8	1820								
13.0	1850								
13.5	1912	0						,	
14.0	1974	3							
15.0	2102	15							
16.0	2230	35			<del></del>				
17.0	2356	64							
18.0	2480	94	<u></u>						
19.0	2601	124		_					
							· · · · · · · · · · · · · · · · · · ·		
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## TEST TAKE OF E

İ							
Flight No. 21 KUN 5			AVE. RIFE 2700 MAP 500 "H9				
Date 10 Niarch 1960			Mixture Wich				
OAT	8	_Deg. C	Flap	Posi	tion 3	0	Deg.
Press. A	1t. 2170	_Ft.	tirous	: VIta	25680	2	Lbs.
Wind Spe	ed <u>3</u>	_Kts.		ï,	() _n	50 Ft	ú
	ection 10		IAS		I35 Kts.	58.	5 Kts.
	eading 40		Ver	<u>ئ</u>	Kts.	55	. Kts.
	DISTANCE - Ft						HEIGHT - F
0.0	993						
2.0	1017			mountaine de la constitución de la constitución de la constitución de la constitución de la constitución de la			
4.0	1081						
6.0	1180						
8.0	1311						
9.0	1388						
9.75	1450						
10.0	1471				may man did i sa a a a a a a a a a a a a a a a a a		
10.5	1515	0			maneral from the 18 street of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the co		,
11.0	1560	2					
12.0	1651	9					-
13.0	1744	20					
14.0	1838	3.3	mandago que o distribuyo de col suga perso, su aggiglo, so mo				
15.0	1932	49	AND SOME SOME SOME SOME SOME SOME SOME SOME		t en till skip i likelig bligg for han skriver beskyrkelskelske		
16.0	2025	67	rmor rice u skiros <b>salveský kniver uros</b> o		nna enn 1995 Ballin zon o denamenta a promiteren		
17.0	2117	814	antibox bords at a		t an time filt his is and sub-		
18.0	2209	101					
19.0	230/	115	genera garett kysterijaja tava yrg. 1986 v. takka		nandanda popularia, ilika albandiri ballikala indukakan		
20,0	2394	12.9			······································		
			anteres il da calleno, con colo e se dispositi degla sa		or the filter addresses on spaceage & against its against in-		
			anthogophyror substilla free gydgyngolyg, dwygan,				

TEST TAKE-OFF								
Flight N	Avg. RPM 2700 MAP 500"Hq							
Date 10 MAR 1960			Mixture Rich					
OAT	6	Deg. C	Flap Position 30 Deg.					
Press. A	lt. 2/70	.Ft.	Gross Wt. 25490 Lbs.					
Wind Spee	ed 2.2	Kts.		T.O.	50 Ft.			
Wind Direction 10 Deg.			IAS	54-	Kts. 60	Kts.		
Runway He	ading 40	Deg.	Vgr	54.	Kts. <u>56.3</u>	5 Kts.		
TIME - Sec	DISTANCE - Ft	HEIGHT - Ft	TIME -	Sec DIST	ANCE - Ft	HEIGHT - I		
0.0	997							
2.0	1022							
4.0	1086							
6.0	1186							
8.0	1319							
9.0	1396	·						
10.0	1481							
10.75	1548	0						
11.0	1571	/						
12.0	1666	5						
13.0	1764	13				· ·		
14.0	1862	26						
15.0	1961	44				9		
16.0	2058	63						
17.0	2154	82						
18.0	2250	100						
19.0	2346	118						
20.0	2440	136						

Flight No. 21 RUNG			Avg. RPM 2700 MP 50.0 "H9					
Date 10 MAR 1960			Mixture Rich					
OAT	8	_Deg. C	Flap	Posi	tion30	2	Deg.	
Press. A	lt. 2170	Ft.	Gros	s Wt.	2531	0	Lbs.	
Wind Spe	ed	_Kts.		Τ.	0. 5	() Ft	•	
Wind Dir	ection 25	Deg.	IAS	g.	2.5 Kts	60	Kts.	
Runway Heading 40 Deg.			Ver	- 1-	54 Kts	60	Kts.	
	DISTANCE - Ft		TIME .	- Sec	DISTANCE	- Ft	HEIGHT -	F
0.0	993							
2.0	1015							
4.0	1078							
6.0	1178							
8.0	1311							
9.0	1389	3						
10.0	1474							
10.75	1542							
11.0	1565	0						
12.0	1661	5						
13.0	1759	14						
14.0	1859	24						
15.0	1960	36						
16.0	2062	50						
17.0	2164	66						
18.0	2265	86						
19.0	2365	106						
20.0	2464	125	many from the continue down to the con-					
			~					
		27						

		TEST TA	KE-OF	F				
Flight No. 21 RUN 11			Avg. RPM 2700 MAP 500 "Hq					
Date 10 MAR 1960			Mixture Rich					
OAT	12	Deg. C	Flap	Posi	tion <u>30</u>	Deg.		
Press. A	lt. 2/70	.Ft.	Gross Wt. 25/80 Lbs.					
Wind Speed <u>CALM</u> Kts.				T.	o. 50 Ft	·		
Wind Direction Deg.			IAS <u>53.</u> Kts. <u>59.5</u> Kts.					
Runway H	eading 40	Deg.	Vgr	<u>5</u> :	3.5 Kts. 56.	5 Kts.		
TIME - Sec	DISTANCE - Ft	HEIGHT - Ft	TIME -	Sec	DISTANCE - Ft	HEIGHT - Ft		
0.0	995							
2.0	1015							
4.0	1076							
6.0	1174							
8.0	1305							
9,0	1382							
10.0	1466							
10.75	1533	0						
11.0	1556	/						
12.0	1651	6						
/3.0	1747	15						
14.0	1845	29						
15.0	1942	46						
16.0	2038	65						
17.0	2/33	84						
18.0	2227	103						
19.0	2319	/23						
20,0	2409	143				· · · · · · · · · · · · · · · · · · ·		
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#### YAC-10H USA No. 57-3079

#### TEST TAKE OFF

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Flight N	10, 25 Ru	<u>'</u> /V /	Avg. RIM	2700MP45.0'	Н9	
Date 2	5 MAR 19	60	Mixture R	ich		
OAT	-2	Deg. C	Flap Posi	tion	Deg.	
Press. A	lt. <u>6850</u>	.Ft.	Gross Wt.	2/800	Lbs.	
Wind Spe	ed <u>CALM</u>	_Kts.	T.	0. 50 Ft.	,	
	ection		IAS	Kts	Kts.	
	eading 270		Ver _ 7	5. Kts. 84	Kts.	
	DISTANCE - Ft		TIME - Sec	DISTANCE - Ft	HEIGHT - Ft	
4.3	0		22.0	1390	18	
8.1	20		22.4	1446	20	
9.3	75		23.0	1525	30	
10.2	12.0		23.5	1600	38	
11.1	175		23.7	1630	43	
12.1	250		23.9	1650	47	
13.0	320		24.0	1675	51	
14.1	415		24.2	1700	55	
15.2	.515		24.3	1720	58 .	
16.1	620		24.5	1745	65	
17.0	720					
18.1	845					
18.7	920	0				
19.0	950	0				
19.1	975	2				
19.3	1005	3				
19.5	1030	3		71-T-11-11-11-11-11-11-11-11-11-11-11-11-		
19.7	1050	5				
19.9	1075	7				
20.8	1205	10				
2/.0	12.30	12				
21.2	12.65	/3				
		20				

#### YAC-10H USA No. 57-3079

#### TEST TAKE OFF

TEST THEE OFF						
Flight No. 25 RW3 Avg. RPM 2700 MAP 42.0" Hq					"Н9	
Date _?	5 MAR 196	0	Mixture R	ich		
OAT	2.5	Deg. C	Flap Posi	tion <u>15</u>	Deg.	
Press. A	lt. <u>6850</u>	Ft.	Gross Wt.	21690	Lbs.	
Wind Spe	ed <u>3</u>	_Kts.	T.	0. 50 Ft.	• (	
1	ection 3/5		IAS	Kts	Kts.	
Runway He	ading 270	Deg.	Vgr _7	7 Kts. 87.3	Kts.	
TIME - Sec	DISTANCE - Ft	HEIGHT - Ft	TIME - Sec	DISTANCE - Ft	HEIGHT - Ft	
3.9	0		26.2	965	2	
12.8	10		26.4	990	2	
14.2	35		26.6	1010	2-	
16.0	40		26.8	1040	5	
17.1	105		27.0	1070	<b>వ</b> ౌ	
18.1	160	·	27.2	1095	5	
19.2	235		28.1	12.20	12	
20./	305		29.0	1365	25	
21.0	380		30.0	1515	40.	
22./	480		30,2	1535	42	
23,1	580		<i>30,9</i>	1560	45	
24.0	685		30.5	1580	47 .	
24.2	705		30.6	1605	50	
24.4	730		30.8	1630	52	
24.6	755		31.0	1655	55	
24.8	780		31.2	1680	61	
25,0	805		32.0	1800	80	
25.2	830	0	33.0	1950	102.	
25,4	855	0				
25.6	. 885	0				
25.8	905	0				
26.0	930	0				

#### YAC-1DH USA No. 57-3079 TEST TAKE-OFF

Flight No. 25 Rew 5 Avg. RPM 2700MAP 41.7" Hq Date 25 MAR 1960 Mixture Rich_____ OAT _____ 6 ___ Deg. C Flap Position ____ 15 ___ Deg. Press. Alt. 6850 Ft. Gross Wt. 21570 Lbs. Wind Speed 2.7 Kts. T.O. 50 Ft. Wind Direction 280 Deg. IAS 62 Kts. 80 Kts.

Runway He	ading 270	Deg.	Ver <u>6</u> .	2 Kts. <u>82</u>	Kts.
TIME - Sec	DISTANCE - Ft	HEIGHT - Ft	TIME - Sec	DISTANCE - Ft	HEIGHT - Ft
3.5	0		26.6	1140	50
8.3	0		26.9	1170	57
11.7	0		27.1	1200	62
13.2	10		27.4	1245	68
15.4	75		27.6	1280	73
17.1	170	0			
19.1	320				
21.0	495				
22.2	615	0			
22.4	635	ح			
22.6	665	2			
22.8	685	5			
23.0	715	7			
23.3	735	8			
23.5	760	9			
23.7	785	//			
23.9	810	15			
24.5	885	20			
25.2	965	29			Turns transfer or
26.0	1065	4/			
26.2	1090	45			
26.4	1115	49			

# YAC-1DH USA No. 57-3079 TEST TAKE-OFF

Flight N	0. 25 Rim	(7	Avg. RPM 2700MP 42.3" Hq			
Date =	5 MAR 196	0	Mixture Rich			
OAT	6.5	Deg. C		tion <u>30</u>		
Press. A	lt. <u>6850</u>	Ft.	Gross Wt.	21470	Lbs.	
Wind Spe	ed	_Kts.	T.	0. 50 Ft.		
Wind Dir	ection 30	Deg.	IAS	Kts	Kts.	
Runway H	eading 270	Deg.	Vgr <u>6</u>	O. Kts. <u>57</u>	Kts.	
TIME - Sec	DISTANCE - Ft	HEIGHT - Ft	TIME - Sec	DISTANCE - Ft	HEIGHT - Ft	
9.4	0		30.0	1040	40	
10.1	0		30.2	1065	45	
15.1	7		30,5	1095	50	
17.3	50		30,8	1/20	53	
19.1	120		31.0	1145	57	
20,1	175		32.2	1245	17	
21.3	245		32.7	1295	<i>\$</i> ?,5 ⁻	
23.3	315		32.9	1315	99	
24.2	465					
25.3	565					
26.0	635					
26.5	685	0				
26.8	715	Z				
27.0	740	4				
27.2	765	6				
27.5	795	8				
27.8	815	9				
27.9	840	10				
28.2	865	11				
29.3	970	22				
29.5	990	30				
29.7	1015	35				

# YAC-1DH USA No. 57-3079 TEST TAKE OFF

Flight N	10. 26 RU	<b>1</b> //	Ave. RIM	2700 MAP425 "	Ha
	CL MIARCH			ich	
	1.5			tion <u>30</u>	
	1t. 69/0			2/760	
1	ed <u>2.8</u>			0. 50 Ft.	10
Wind Dir	ection 75	Deg.	IAS	50 Kts. 57	Kts.
Runway H	eading 270	Deg.	Ver 6	7. Kts. 75.	Kts.
TIME - Sec	DISTANCE - Ft	HEIGHT - Ft	TIME - Sec	DISTANCE - Ft	HEIGHT - Ft
4.0	0		23.1	975	30
4.9	0		23.3	1000	30
.5.5	0		23.5	1025	35
6.4	0		23.8	1045	40
10,0	25		24.0	1070	40
10.8	50		24.3	1100	45
11.6	70		24.5	1125	45
12,2	100		2.4.8	1150	50
13.3	150		25.0	1180	50 .
14.1	200				
15.3	275		O'C BRITSHIPHANI GARLANISTANI, JAHA BARANASIA KARILA		
16.0	325				·
17.0	400				
17.3	42.5	- Marketin and Marketin and State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the 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18,2	.500	wywysgadwiniachad Maret Orden, dinhaan w	managama walka dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dalah dal		
19.0	575		and the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of t	neg y providency in a superior constitution of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the par	
19.5	625	namen and management of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the firs			
20.0	675	0	or things, (No. 2015) (1873), (C. such auchte auch debende verdannstelle bedrage	naturanian lighty y strong da fant I d'Andréas Franco (mais nagu mandripus)	·
21.0	770	10	The state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the s		
21.6	825	15			
22./	870	20			
22.6	925	25			

# YAC-1DH USA Ho. 57-3079 TEST TAKE-OFF

	71. RIWI3	•		2700WP 413"	11 -
	26 RUN3		Avg. RPM 2700MP 41.3 " Hq		
Date	G MARCH!	760	Mixture R	lch	•••••
OAT	2	Deg. C	Flap Posi	tion <u>30</u>	Dog.
Press. A	lt. 6910	Ft.	Gross Wt.	21650	Lbs.
Wind Spec	ed 2.4	Kts.	T.	o. 50 Ft.	,
Wind Dire	ection 30	Deg.	IAS	7/ Kts. 57	Kts.
	ading 270		Ver 5	3. Kts. <u>58</u>	Kts.
	DISTANCE - Ft			DISTANCE - Ft	
7.8	0			625	10
8.5	0		19.2	645	10
10.0	30		19.9	690	10
10.6	50		20.1	720	15
11.3	75		20,4	750	20
11.9	105	61	20.8	790	20
12.4	130		21.2	820	25
12.9	150		21.7	870	30
13.4	180		22.0	895	35 .
13.8	200		22.2	920	40
14.1	225	Ü	22.7	970	45
14.5	250	10	23.0	1000	45
14.9	275		23.3	1020	50
15.6	325				
15.9	345				
16.2	370				
16.9	425				
17.2	450				
17.7	500				
18.0	525	0			
18.3	550	5			
18.8	600	5	·		
		3	4		

### YAC-1DH USA No. 57-3079

TEST TAKE-OFF							
Flight No. 26 RUNS			Avy. RIM 2700MP 42.2" Hg				
Dete Zo	6 MAR 196	60	Mixture R	ich			
TAO	2	_Deg. C	Flap Posi	tion <u>30</u>	Deg.		
Press. A	lt. <u>6910</u>	_Ft.	Gross Wt.	21550	Lbs.		
Wind Spe	ed <u>3.3</u>	_Kts.	Т.	0. 50 Ft.	•		
Wind Dir	ection 90	Deg.	IAS	5/ Kts. <u>59</u>	Kts.		
Runway H	eading <u>270</u>	Deg.	Ver <u>5</u>	3 Kts. 62	Kts.		
TIME - Sec	DISTANCE - Ft	HEIGHT - Ft	TIME - Sec	DISTANCE - Ft	HEIGHT - Ft		
2.8	27	C	15.1	920	18		
4.3	75		16.0	1020	25		
5.5	130		17.0	1/23	35		
6.3	175		17.2	1150	37		
7.1	223		17.5	1175	42		
7.9	275		17.7	1200	45		
8.6	323		18.0	1227	47		
9.2	373		18.2	1250	51		
9.8	423		18.4.	/2 75	55.		
10.1	447						
10.4	473						
10.7	497	Y					
11,0	525	0					
//.3	550	2					
11.5	575	3					
11.8	598	Ŝ					
12.1	625	5					
12.3	647	5					
12.6	675	7					
13,1	723	10					
13.6	770	12					
14.1	822	13					

## YAC-1DII USA No. 57-3079 TEST TAKE-OFF

Flight N	0. 26 RUN	17	Avg. RPM	2700MP 41.6"	<u>H</u> q
Date 26	MARCH 19	60	Mixture R	ich	
OAT	4	Deg. C	Flap Posi	tion 30	Deg.
Press. A	lt. 6910	.Ft.	Gross Wt.	21440	Lbs.
Wind Spec	ed <u>1.4</u>	Kts.	T.	0. 50 Ft.	
	ection 40		IAS	5/ Kts. 56	Kts.
	eading 270		Ver 5	3. Kts. <u>59</u> .	Kts.
	DISTANCE - Ft				
3.8	.0		20.7	575	5
9.6	0		21.2	625	5
10.4	0		21.5	650	5
11.9	25		21.8	675	10
12.9	55		22.3	730	15
13.6	80		22.5	7.5.5	15
14.2	105		22.8	780	15
14.7	/30		23.3	820	20
15.1	155		23.5	840	25.
15.6	180		23.8	870	30
15.9	200		24.0	895	35
16.3	2 <i>30</i>		24.3	920	40.
16.7	250		24.5	940	45
17.5	300		24.8	965	50
17.8	330				
18.1	345				
18.5	375				
19.1	430				
19.4	455				
19.6	480				
19.9	500				
20.5	550	0	<del>,                                    </del>		

# YAC-IDH USA No. 57-3079 TEST TAKE OFF

Fliabt M	0. 27 RUN	Z	Arre DPM	2700MP 42.2"	На
1	MAR 196				
				ich	
OAT	- 3.5	Deg. C	Flap Posi	tion	Deg.
Press. A	lt. <u>6880</u>	Ft.	Gross Wt.	26240	Lbs.
Wind Spe	ed <u>2.7</u>	.Kts.	T.	0. 50 Ft.	<b>D</b> j
Wind Dir	ection 240	Deg.	IAS	Kts	Kts.
Runway H	eading 270	Deg.	Vgr <u>77</u>	7.5 Kts. 92.	Kts.
TIME - Sec	DISTANCE - Ft	HEIOHT - Ft	TIME - Sec	DISTANCE - Ft	HEIGHT - Ft
7.5	0		2.8.0	1233	3
8.2	0		28.1	1259	4
11.8	0		28.3	1283	4
12.8	10		28.4	12.98	5
14.0	32		28.6	/33/	7
14.9	61		29.7	1478	12
16.1	113		30.7	1628	2/
17.1	163		31.7	/ 7 73	3/
18.6	258		32.0	1827	34.
19.9	356		32.2	1852	37
20.9	453		32.3	1875	40
22.2	553		32,5	1900	42.
23,/	650		32.6	1927	44
24.0	749		32.8	1943	47
24.9	849		33.0	1966	49
2.5.7	946		33.1	1991	52
26.5	1034		33.3	2016	54
27.0	1098	0	33,5	2040	57
27.2	1129	/	33,6	2066	59
27.4	1155	2_			
27.6	1181	3			
27.8	1208	3			

### YAC-IDH USA No. 57-3079 TEST TAKE-OFF

TEST TAKE - OF F						
Flight No. 27 RUN 4			Avg. RPM 2700 MAP 41.9" H9			
Date 2	9 MAR 196	60°	Mixture R	ich	<u>-</u>	
OAT	0	_Deg. C	Flap Posi	tion15	Deg.	
Press. A	lt. <u>6880</u>	_Ft.	Gross Wt.	26120	Lbs.	
Wind Spe	ed <u>CALM</u>	_Kts.	T.	0. 50 Ft.		
Wind Dir	ection —	_Deg.	IAS	Kts	Kts.	
Runway H	eading 270	Deg.	Vgr <u>8</u>	9. Kts. 95.	Kts.	
			TIME - Sec	DISTANCE - Ft	HEIGHT - Ft	
2.7	0		22.2	1739	15	
4.1	15		22.5	1789	17	
5.9	63		22.8	1829	2.0	
7./	112		23.0	1864	23	
8.1	165		23.3	1914	2.7	
8.8	2/0		23.6	1959	<i>3</i> 3	
10.3	3/2		23.9	2006	37	
12.1	460		24.1	2034	40	
13.1	560		24.2	2084	45.	
14.0	650		24.4	2114	50	
15.0	757		24.6	2134	55	
16.3	905					
17.1	1005					
18.0	1112					
19.1	1273					
20.0	1411					
21.0	1556					
21.2	1606	0				
21.4	1626	3				
21.5	. 1646	5				
21.7	1671	7				
21.8	1696	10				

#### YAC-1011 UNA 110. 57-3079

#### TEST TAKE-OFF

Flight No. 27 RUNG Avg. RPM 2700 MAP 41.3"Hq

Date 29 MARCH 1960 Mixture Rich.

OAT _____O.5 Deg. C Flap Position ____15 Deg.

Press. Alt. 6880 Ft. Gross Wt. 25900 Lbs.

Wind Speed 2.2 Kts. T.O. 50 Ft.

Wind Direction 265 Deg. IAS 57 Kts. 66 Kts.

Runway Heading 270 Deg. Vpr 63. Kts. 78.5 Kts. TIME - Sec DISTANCE - Ft | HEIGHT - Ft TIME - Sec DISTANCE - Ft HEIGHT - Ft 1.8 998 5 27.0 0 2.4 6 1024 27.2 8 27.8 11.7 0 1103 13 13.3 12 28.7 1207 14.5 35 29.5 15 1312-86 16.0 1406 21 30.1 16.6 112 30.9 1495 31 160 17.6 31.2 1544 36 19.2 257 31.4 1570 37 19.9 307 40 31.6 1595 21.1 403 1625 44 31.8 22.3 505 1647 50 32.0 22.8 553 32.2 1672 52 23.8 651 32.3 56 1692 24.3 704 25.1 780 25.3 805 0 25.5 828 0 25.7 850 875 25.9 2 925 26.3 2 26.6 جي 950

# YAC-1DH USA No. 57-3079 TEST TAKE-OFF

Flight N	0, 27 RUN	18	Avg. RPM	2700 MAP 42.2 "	Hq
Date	9 MARCH	1960	Mixture R	1ch	
OAT	2	Deg. C	Flap Posi	tion 15	Deg.
Press. A	lt. <u>6880</u>	.Ft.	Gross Wt.	25780	Lbs.
Wind Spec	ed <u>1.4</u>	Kts.	T.	0. 50 Ft.	
	ection 280		IAS _6	3 Kts. 80	Kts.
	eading 270		Ver	5. Kts. 90.	Kts.
	DISTANCE - Ft			DISTANCE - Ft	
6.3	0		29.0	954	5
6.6	0		29.2	979	6
14.8	0		29.4	1004	フ
17.0	15		30.0	1080	8
17.1	35		306	1156	12
18.1	64	23	31.4	12.65	17
19.2	110		31.9	13 40	27
20.2	161		32.1	1385	31
20,9	204		32.5	1434	37 .
22.4	303		32.8	1480	42
23.1	358		33.0	1507	45
24.3	457	ur =	33.3	1550	49
24.8	507		<i>33</i> .5~	1575	50
25.4	560		33.7	1600	54
26.3	655		33.9	1625	59
26.8	707				
27.3	755	0			
27.7	802	2			
28.0	825	2			
28.1	· 852	3			
28.4	879	3			
28.8	927	5			
		40	)		

## YAC-1DH USA No. 57-3079 TEST TAKE-OFF

	24 Pull	(0)		0700 MAD 4 2 0	.,,
	10, 27 RUN		Avg. RPM	2700 MP 42.0	_H9
Date 29	PINARCH 19	160	Mixture R	ich	- 1.
OAT	2	Deg. C	Flap Posi	tion <u>30</u>	Deg.
Press. A	lt. <u>6880</u>	.Ft.	Gross Wt.	25780	Lbs.
Wind Spe	ed <u>2.8</u>	Kts.	T.	0. 50 Ft.	
Wind Dir	ection 255	.Deg.	IAS	55 Kts. 60	Kts.
Runway H	eading 270	Deg.	Ver _=	59. Kts. 67.	5 Kts.
TIME - Sec	DISTANCE - Ft	HEIGHT - Ft	TIME - Sec	DISTANCE - Ft	HEIGHT - Ft
2.5	0		22.7	1058	7
2.7	0		22.9	1082.	8
6.7	15		23,4	1136	10
8.8	39		23.8	//77	14
9.8	55		24.3	1237	/7
10.6	90		25./	/333	27
11.7	139		25.5	1380	<i>3</i> 3
12.7	187		26.0	1421	39
13.5	235		26.2	1445	41.
14.3	285		26.6	1496	45
15.0	335		27.0	1544	50
16.4	437		27.4	1588	54 .
17.6	538		27.6	1612	57
18.6	635		27.8	1636	58
19.7	735				
20.2	785	0			
20.6	836	2			
20.9	858	3			
2/.3	906	4			
21.6	937	4			
22.0	984	5			
22.2	1010	5			
		41			

## YAC-1DH USA No. 57-3079 TEST THE OFF

TEST									
Flight N	10. 27 RUN	12	Avg. RPM 2700 MAP 41.9" Hq						
Date _	19 MAR 190	60	Mixture Rich						
OAT	4	_Deg. C	Flap Position 30 Deg.						
Press. A	lt. <u>6880</u>	_Ft.	Gross Wi	25650	Lbs.				
Wind Spe	ed CALM	_Kts.		r.o. 50 Ft					
Wind Dir	ection	_Deg.	IAS	55 Kts. 60	Kts.				
Runway H	eading 270	_Deg.	Vgr	56.5 Kts. 71.5	5 Kts.				
	DISTANCE - Ft	1	TIME - Se	c DISTANCE - Ft	HEIGHT - Ft				
5.9	0		30./	970	7				
6.8	0		31.5	1/25	12				
15.1	20		32.0	1180	16				
16.6	35		32.5	1235	19				
17.5	58		33.3	1325	<i>Z8</i>				
18.2	82		33.6	1375	33				
18.9	102		34.0	1415	42				
19.6	/33		34.3	1440	46				
20.6	180		34.5	1475	49 .				
z z , 3	227		34.9	1527	55				
23.0	327		35.1	1550	57				
24.3	425		35.4	1575	62				
25.0	475								
26.1	575								
27.2	677	0							
27,7	725	/							
28.0	748	2							
28.2	772	3							
28.7	822	4							
28.9	. 850	4							
29.4	898	5	·						
29.6	925	6							

### YAC-1DH USA No. 57-3079

C	TEST TAKE-OFF								
Flight N	0. 27 RUNI	4	Avg. RPM 2700MP 41.9" H9						
Date Z	9 MAR 1960	?	Mixture R	ich					
OAT	4	Deg. C	Flap Posi	tion <u>30</u>	Dog.				
Press. A	lt. 6880	.Ft.	Gross Wt.	25550	Lbs.				
Wind Spe	ed 1.3	Kts.	T.	0. 50 Ft.					
Wind Dir	ection 305	.Deg.	IAS	53 Kts. 71	Kts.				
Runway H	eading 270	Deg.	Vgr <u>- 5</u>	8 Kto. <u>79</u>	Kts.				
	DISTANCE - Ft		TIME - Sec	DISTANCE - Ft	HEIGHT - Ft				
5.0	0		26.9	1005	9				
6.7	0		27.4	1061	11				
13.1	22		27.9	1115	12				
14.8	70		28.9	1217	18				
16.1	122		29.7	1320	26				
17.0	170		30,4	1422	34				
18.7	267		30,9	1477	39				
19.3	310		<i>3</i> /, 3	1525	44				
20.7	412		31,5	1.545	47.				
21.9	510		31.7	1570	50				
22,5	560		32,1	1615	57				
23.0	6/2		.32.2	1635	61.				
23.8	682		32.5	1660	64				
24.3	735	0	32.4	1710	72				
24.6	762	/							
24.9	787	2							
25.1	812	3							
25,3	835	4							
25.8	885	5			<del></del>				
26.1	. 910	5							
26.3	940	6							
26.5	962	7							

# YAC-1DH USA No. 57-3079 TEST TAKE-OFF

Flight N	0. 27 RUN.	16	AVE. RPM 2700 MAP 42.0"Hq				
Date 29	MAR 196	0	Mixture Rich				
OAT	66	Dog. C	Flap Position 30 Dag.				
Press. A	lt. <u>6880</u>	.Ft.	Gross Wt.	25450	Lbs.		
Wind Spe	ed <u>CALM</u>	_Kts.	T.	0. 50 Ft.	•		
	ection		IAS	2 Kts. 64	Kts.		
	eading 270		Ver <u>6</u>	0.5 Kts. 7/.	Kts.		
1277	DISTANCE - Ft			DISTANCE - Ft			
0.4	0		24.3	947	10		
1.2	0		24.7	997	11		
9.1	0		25.7	1102	16		
10.3	12		26./	1152	18		
11.7	40		27./	1255	25		
12.5	65		27.8	1337	34		
13.1	87		28.0	1357	37		
14.2	137		28.9	1457	42		
14.8	162		29.7	155Z	46.		
15.5	207		30.5	1653	5/		
17.1	305		30.9	1700	53		
18.5	407		3/.3	1750	56 .		
19.7	502		31.7	1802	59		
20.3	552		32.1	185Z	63		
21.3	650	0	32,5	1905	66		
21.9	705	0					
22.1	727	2					
22:6	772	3					
22.8	800	5					
23.3	. 852	5					
23.6	875	6					
24.0	923	フ					
		44					

#### YAC-1DH USA No. 57-3079

#### TEST TAKE-OFF

Flight N	0. 28 RUNI		AVE. RIM 2700 MAP 500" Hq					
Date	APRIL 190	(·O	Mixture Hich					
OAT	14-	Deg. C	Flap	Posi	tion <u>15</u>	Deg.		
Press. A	lt. 2000	.Ft.	Gross	Wt.	23110	Lbs.		
Wind Spe	ed 1.5	.Kts.		T.	0. 50 Ft	•		
	ection O		IAS		7.7 Kts. 76	Kts.		
	eading 040		Ver	7	7.5 Kts. 80	Kts.		
	DISTANCE - Ft				DISTANCE - Ft			
0.0	1001			-				
1.0	1018							
2.0	1047							
3.0	1088			Part & Common Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part Annual Part				
4.0	1140							
5.0	12.02.							
6.0	12.75							
7.0	1358							
8.0	1449							
9,0	1550							
10,0	1660							
11.0	1777				and the second second second second second second second second second second second second second second seco			
12.0	1902							
12.75	2000	0						
13.0	2033	/						
14.0	2169	/3						
15.0	2304	38						
16.0	2435	74						
17.0	2562	114						
					- The state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the			
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### YAC-1DH USA Ho. 57-3079 TEST TAKE-OFF

		TEST ///	CE -C/					
Flight No	28 RUN	ວັ	Avg. RPM 2700 MAP 50.0" Hq					
Date #	APRIL 1960	9	Mixture Rich					
OAT	17.5	Deg. C	Flap	Posi	tion	15	*****	Dog.
Press. Al	lt. 2000	Ft.	Gross	Wt.	2.	2940		Lbs.
Wind Speed <u>CALM</u> Kts.				T.	0.	50	Ft.	
Wind Direction Deg.			IAS	_5	7.5	Kts. 6	7.5	Kts.
Runway Heading 40 Deg.			Vgr	58	.5	Kts6	8.	Kts.
	DISTANCE - Ft		TIME -	Sec	DIST	ANCE -	Ft	HEIGHT - Ft
0.0	1007							
1.0	1016							
Z.0	1039							
3.0	1073							
4.0	1119					w <del>2 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1</del> - 1 - 1		
5.0	1177							
6.0	12.45							
7.0	1324							
8.0	1411				 			
9.0	1508	0						-
10.0	1611	6						
11.0	1718	15				<del></del>	**************************************	
12.0	1829	28						
13.0	1944	42						
14.0	2060	6/						
15.0	2176	83				····		
16.0	2293 2408	109				<del></del>		
17.0	~7 UB	136						•
			<del></del>					
						· <del>·······</del>		

### YAC-IDII USA No. 57-3079 TEST TAKE - OFF

	0. 28 RUN		Avg.	RIM 3	2700 MAP 50.0	<u>"</u> Hq	
Date	APRIL 196	60	Mixture Rich				
OAT	19	Deg. C	Flap	Posi	tion	Dog.	
Press. A	lt. 2000	.Ft.	Gross	Wto	22860	Lbs.	
Wind Speed <u>CALM</u> Kts.			T.	o. 50 Ft	•		
Wind Dire	ection	.Deg.	IAS		7 Kts. 62	Kts.	
	ading 40		Ver	_5	4. Kts. 62	Kts.	
11.5	DISTANCE - Ft	1 1	TIME -	Sec	DISTANCE - Ft	HEIGHT - Ft	
0.0	992			**********			
1.0	1009						
2.0	1037						
3.0	1076						
4.0	1124						
5.0	1181						
6.0	1246						
7.0	1320						
8.0	1401					,	
8.5	1445						
9.0	1490	0	Alleria esperante de la companya de la companya de la companya de la companya de la companya de la companya de				
10.0	1584	4			Marketon of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the St		
11.0	1682	10					
12.0	1784	20	and the sections with the second section of the				
13.0	1887	33					
14.0	1991	51					
15.0	2093	73					
16.0	2194	98					
					-		
					**************************************		
,							
		47	7				

# YAC-IDH USA No. 57-3079 TEST TAKE-OFF

Flight N	0. 28 RUN	9	Avg. RPM 2700 MAP 50.0 " Hq					
Date	Date 4 APRIL 1960			Mixture Rich				
OAT	OAT Deg. C		Flap	Position	30	Dog.		
Press. A	lt. 2000	.Ft.	Gross	Wt. 2	2770	Lbs.		
	ed			T.O.	50 Ft.			
	ection 320		IAS	52.5	Kts. <u>57.5</u>	Kts.		
	eading 40		Vgr	<i>52.5</i>	Kts. 56.	5 Kts.		
	DISTANCE - Ft		1					
0.0	994							
1.0	1009							
2.0	1034							
3.0	1070							
4.0	1117							
5.0	1172							
6.0	1236							
7.0	1309							
8.0	1389					,		
8.25	1410							
9.0	1476	0						
10.0	1569	4						
11.0	1664	13						
12.0	1762	27						
13.0	1859	46						
14.0	1954	69		- 127				
15.0	2046	91						
16:0	2140	//3						
17.0	2232	/33						

#### YAC-1DH USA No. 57-3079

#### TEST TAKE-OFF

Flight No. 28 Cent   Avg. RIM 2700 MP 49.8" Hq  Date 4 AFE   1960	Date # APRIL 1960   Mixture Hich   OAT   18   Deg. C   Flap Position   30   Deg. Press. Alt.   2000   Ft.   Gross Wt.   22690   Lbs. Wind Speed   CALM   Kts.   T.0.   50 Ft.   Wind Direction   Deg.   IAS   57   Kts.   56   Kts.   Runway Heading   40   Deg.   Vgr   54   Kts.   55   Kts.   TIME - Sec DISTANCE - Ft   HEIGHT   Ft   TIME - Sec DISTANCE - Ft   HEIGHT   O.O   999   O.O   1012   O.O   1012   O.O   1035   O.O   1069   O.O   1229   O.O   1300   O.O   1380   O.O   1380   O.O   1467   O.O   O	- F
OAT	OAT	- Ft
Press. Alt. 2000 Ft. Gross Wt. 22690 Lbs. Wind Speed CALM Kts. T.O. 50 Ft. Wind Direction Deg. IAS 5/ Kts. 56 Kts. Runway Heading 40 Deg. Vgr 54 Kts. 55 Kts.  TDE - See DISTANCE - Ft HEIGHT - Ft TIME - See DISTANCE - Ft HEIGHT -  O.O 999	Press. Alt.       2000       Ft.       Gross Wt.       22690       Lbs.         Wind Speed       CALM       Kts.       T.0.       50 Ft.         Wind Direction       Deg.       IAS       57 Kts.       56 Kts.         Runway Heading       40 Deg.       Vgr       54 Kts.       55 Kts.         TDE - Sec DISTANCE - Ft       HEIGHT - Ft       TIME - Sec DISTANCE - Ft       HEIGHT         0.0       999       Incompany - Incompany - Incompany - Incompany - Incompany - Incompany - Incompany - Incompany - Incompany - Incompany - Incompany - Incompany - Incompany - Incompany - Incompany - Incompany - Incompany - Incompany - Incompany - Incompany - Incompany - Incompany - Incompany - Incompany - Incompany - Incompany - Incompany - Incompany - Incompany - Incompany - Incompany - Incompany - Incompany - Incompany - Incompany - Incompany - Incompany - Incompany - Incompany - Incompany - Incompany - Incompany - Incompany - Incompany - Incompany - Incompany - Incompany - Incompany - Incompany - Incompany - Incompany - Incompany - Incompany - Incompany - Incompany - Incompany - Incompany - Incompany - Incompany - Incompany - Incompany - Incompany - Incompany - Incompany - Incompany - Incompany - Incompany - Incompany - Incompany - Incompany - Incompany - Incompany - Incompany - Incompany - Incompany - Incompany - Incompany - Incompany - Incompany - Incompany - Incompany - Incompany - Incompany - Incompany - Incompany - Incompany - Incompany - Incompany - Incompany - Incompany - Incompany - Incompany - Incompany - Incompany - Incompany - Incompany - Incompany - Incompany - Incompany - Incompany - Incompany - Incompany - Incompany - Incompany - Incompany - Incompany - Incompany	- F†
Wind Speed CALM       Kts.       T.O.       50 Ft.         Wind Direction       Deg.       IAS       37 Kts.       56 Kts.         Runway Heading       40 Deg.       Vgr       54 Kts.       55 Kts.         TDME - Sec DISTANCE - Ft       HEIGHT - Ft       TIME - Sec DISTANCE - Ft       HEIGHT -         0.0       999       Image: Sec DISTANCE - Ft       HEIGHT - Ft         2.0       1035       Image: Sec DISTANCE - Ft       HEIGHT - Ft         3.0       1009       Image: Sec DISTANCE - Ft       HEIGHT - Ft         4.0       1012       Image: Sec DISTANCE - Ft       HEIGHT - Ft         3.0       1009       Image: Sec DISTANCE - Ft       HEIGHT - Ft         4.0       1013       Image: Sec DISTANCE - Ft       HEIGHT - Ft         3.0       1009       Image: Sec DISTANCE - Ft       HEIGHT - Ft         4.0       1013       Image: Sec DISTANCE - Ft       HEIGHT - Ft         4.0       1013       Image: Sec DISTANCE - Ft       HEIGHT - Ft         5.0       1009       Image: Sec DISTANCE - Ft       HEIGHT - Ft       TIME - Sec DISTANCE - Ft       HEIGHT - Ft         6.0       1013       1009       Image: Sec DISTANCE - Ft       HEIGHT - Ft       TIME - Sec DISTANCE - Ft	Wind Speed       CALM       Kts.       T.O.       50 Ft.         Wind Direction       Deg.       IAS       37 Kts.       56 Kts.         Runway Heading       40 Deg.       Ver       54. Kts.       55. Kts.         TDE - Sec DISTANCE - Ft       HEIGHT - Ft       TIME - Sec DISTANCE - Ft       HEIGHT         0.0       1012       1012       1012         2.0       1035       1069       1069         4.0       1113       1069       1069         4.0       1113       1069       1069         4.0       1129       1069       1069         8.0       1380       1380       1069         8.25       1401       1069         9.0       1467       1069	- Fi
Wind Direction	Wind Direction	- F1
Runway Heading 40 Deg. Vgr 54. Kto. 55. Kts.  TDE - Sec DISTANCE - Ft HEIGHT - Ft TIME - Sec DISTANCE - Ft HEIGHT -  O, O 999	Runway Heading 40 Deg. Ver 54. Kts. 55. Kts.  TIME - Sec DISTANCE - Ft HEIGHT - Ft TIME - Sec DISTANCE - Ft HEIGHT  O, O 999  1.0 1012  2.0 1035  3.0 1069  4.0 1113  5.0 1167  6.0 1229  7.0 1380  8.25 1401  9.0 1467	_ F1
TIME - Sec DISTANCE - Ft HEIGHT - Ft TIME - Sec DISTANCE - Ft HEIGHT - Ft O, O 999	TIME - Sec DISTANCE - Ft HEIGHT - Ft TIME - Soo DISTANCE - Ft HEIGHT - Ft TIME - Soo DISTANCE - Ft HEIGHT - Ft TIME - Soo DISTANCE - Ft HEIGHT - Ft TIME - Soo DISTANCE - Ft HEIGHT - Ft TIME - Soo DISTANCE - Ft HEIGHT - Ft TIME - Soo DISTANCE - Ft HEIGHT - Ft TIME - Soo DISTANCE - Ft HEIGHT - Ft TIME - Soo DISTANCE - Ft HEIGHT - Ft TIME - Soo DISTANCE - Ft HEIGHT - Ft TIME - Soo DISTANCE - Ft HEIGHT - Ft TIME - Soo DISTANCE - Ft HEIGHT - Ft TIME - Soo DISTANCE - Ft HEIGHT - Ft TIME - Soo DISTANCE - Ft HEIGHT - Ft TIME - Soo DISTANCE - Ft HEIGHT - Ft TIME - Soo DISTANCE - Ft HEIGHT - Ft TIME - Soo DISTANCE - Ft HEIGHT - Ft TIME - Soo DISTANCE - Ft HEIGHT - Ft TIME - Soo DISTANCE - Ft HEIGHT - Ft TIME - Soo DISTANCE - Ft HEIGHT - Ft TIME - Soo DISTANCE - Ft HEIGHT - Ft TIME - Soo DISTANCE - Ft HEIGHT - Ft TIME - Soo DISTANCE - Ft HEIGHT - Ft TIME - Soo DISTANCE - Ft HEIGHT - Ft TIME - Soo DISTANCE - Ft HEIGHT - Ft TIME - Soo DISTANCE - Ft HEIGHT - Ft TIME - Soo DISTANCE - Ft HEIGHT - Ft TIME - Soo DISTANCE - Ft HEIGHT - Ft TIME - Soo DISTANCE - Ft HEIGHT - Ft TIME - Soo DISTANCE - Ft HEIGHT - Ft TIME - Soo DISTANCE - Ft HEIGHT - Ft TIME - Soo DISTANCE - Ft HEIGHT - Ft TIME - Soo DISTANCE - Ft HEIGHT - Ft TIME - Soo DISTANCE - Ft HEIGHT - Ft TIME - Soo DISTANCE - Ft HEIGHT - Ft TIME - Soo DISTANCE - Ft HEIGHT - Ft TIME - Soo DISTANCE - Ft HEIGHT - Ft TIME - Soo DISTANCE - Ft HEIGHT - Ft TIME - Soo DISTANCE - Ft HEIGHT - Ft TIME - Soo DISTANCE - Ft HEIGHT - Ft TIME - Soo DISTANCE - Ft HEIGHT - Ft TIME - Soo DISTANCE - Ft HEIGHT - Ft TIME - Soo DISTANCE - Ft HEIGHT - Ft TIME - Soo DISTANCE - Ft HEIGHT - Ft TIME - Soo DISTANCE - Ft HEIGHT - Ft TIME - Soo DISTANCE - Ft HEIGHT - Ft TIME - Soo DISTANCE - Ft HEIGHT - Ft TIME - Soo DISTANCE - Ft HEIGHT - Ft TIME - Soo DISTANCE - Ft HEIGHT - Ft TIME - Soo DISTANCE - Ft HEIGHT - Ft TIME - Soo DISTANCE - Ft HEIGHT - Ft TIME - Soo DISTANCE - Ft HEIGHT - Ft TIME - Soo DISTANCE - Ft HEIGHT - Ft TIME - Soo DISTANCE - Ft HEIGHT - Ft TIME - Soo DISTANCE - Ft HEIGHT - Ft TIME - Soo	- F1
0,0       999         1,0       1012         2,0       1035         3,0       1069         4,0       1113         5,0       1167         6,0       1229         7,0       1300         8,0       1380         8,25       1401         9,0       1467         9,25       1490         10,0       1560         4       11.0         11,0       1654         13       12.0         13,0       1844         50       140         140       1936         73       15.0         2027       97         16.0       2115         119	0.0       999         1.0       1012         2.0       1035         3.0       1069         4.0       1113         5.0       1167         6.0       1229         7.0       1300         8.0       1380         8.25       1401         9.0       1467	- Fi
1.0       1012       1035         2.0       1035       1069         4.0       1113       113         5.0       1167       160         6.0       1229       1229         7.0       1300       1380         8.0       1380       1380         8.25       1401       1407         9.0       1467       1490         9.25       1490       0         10.0       1560       4         11.0       1654       13         12.0       1750       28         13.0       1844       50         14.0       1936       73         15.0       2027       97         16.0       2115       119	1.0       1012         2.0       1035         3.0       1069         4.0       1113         5.0       1167         6.0       1229         7.0       1300         8.0       1380         9.25       1401         9.0       1467	
Z.O       1035         3.O       1069         4.O       1113         5.O       1167         6.O       1229         7.O       1300         8.O       1380         8.25       1401         9.O       1467         9.25       1490         10.O       1560         11.O       1654         13       12.0         13.O       1844         50       14.0         1936       73         15.O       2027         119	2.0       1035         3.0       1069         4.0       1113         5.0       1167         6.0       1229         7.0       1300         8.0       1380         8.25       1401         9.0       1467	مادر دار در بروی بدون در از آن را در بروی بازد
3.0	3.0 1069  4.0 1113  5.0 1167  6.0 1229  7.0 1300  8.0 1380  8.25 1401  9.0 1467	
4.0       1113         5.0       1167         6.0       1229         7.0       1300         8.0       1380         8.25       1401         9.0       1467         9.25       1490         10.0       1560         11.0       1654         13       12.0         13.0       1844         50       14.0         1936       73         15.0       2027       97         16.0       2115       119	4.0       1113         5.0       1167         6.0       1229         7.0       1300         8.0       1380         8.25       1401         9.0       1467	
5.0   1167	5.0   1167	
6.0	6.0 1229  7.0 1300  8.0 1380  8.25 1401  9.0 1467	
7.0	7.0 1300	
8.0       1380                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         <td>8.0 1380 8.25 1401 9.0 1467</td> <td></td>	8.0 1380 8.25 1401 9.0 1467	
8.25       1401         9.0       1467         9.25       1490       0         10.0       1560       4         11.0       1654       13         12.0       1750       28         13.0       1844       50         14.0       1936       73         15.0       2027       97         16.0       2115       119	8.25 1401 9.0 1467	
9.0       1467         9.25       1490       0         10.0       1560       4         11.0       1654       13         12.0       1750       28         13.0       1844       50         14.0       1936       73         15.0       2027       97         16.0       2115       119	9.0 1467	,
9.25     1490     0       10.0     1560     4       11.0     1654     13       12.0     1750     28       13.0     1844     50       14.0     1936     73       15.0     2027     97       16.0     2115     119		
10.0     1560     4       11.0     1654     13       12.0     1750     28       13.0     1844     50       14.0     1936     73       15.0     2027     97       16.0     2115     119	025 1490 0	
11.0     1654     13       12.0     1750     28       13.0     1844     50       14.0     1936     73       15.0     2027     97       16.0     2115     119	7,23 7770 0	
12.0     1750     Z8       13.0     1844     50       14.0     1936     73       15.0     2027     97       16.0     2115     119	10.0 1560 4	
13.0     1844     50       14.0     1936     73       15.0     2027     97       16.0     2115     119	11.0 1654 13	
14.0     1936     73       15.0     2027     97       16.0     2115     119	12.0 1750 28	
15.0 2027 97 16.0 2115 119	13.0 1844 50	
16.0 2115 119	14.0 1936 73	
	15.0 2027 97	
17.0 - 2204 139	16.0 2115 119	
	17.0 · Z204 · 139	

#### YAC-10H USA No. 57-3079

		TUC-TDII O	,,, ,,O* 2	112017		
		TEST TA	KE-OF	===		
Flight N	10. 28 Run	'/3	Avg.	RIM 270	00MP 49.8	<u>"</u> Hq
Date 4	11PRIL 196	Ċ	Mixtu	re Kich		<del>-</del> · ·
OAT	20	_Deg. C	Flap	Position	30	Dog.
Press. A	lt. 2000	Ft.	Gross	Wt. 2	2570	Lbs.
Wind Spe	ed	_Kts.		T.O.	50 Ft	•
	ection <u>320</u>		IAS	54	_ Kts68	L_ Kts.
Rumay H	eading 40	Deg.	Ver	54.	Kts. 67.	5 Kts.
	DISTANCE - Ft		TIME -	Sec DIS	STAICE - Ft	HEIGHT - Ft
0.0	1001					A THE LANGE TO SELECT THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROP
1.0	1008					
2.0	1027					
3.0	1056					
4.0	1095					
5.0	1145					
6.0	1203					
7.0	1271					
8.0	1347					,
9.0	1431					~
10.0	1522	0				
11.0	1618	6				
12.0	1717	14				
13.0	1820	20				
14.0	1928	25				
15.0	2040	32				
16.0	2154	44	-			
17.0	2270	60				
18.0	2385	79				
19.0	2500	98				
20.0	2616	116				

TEST SAIN	TC	07H	( 411	13	1	1	I	
Flight No.		2					(2)	
Run No.		/	2	3	4	.5	6	
Airspeed - Kts.		147.8	1349	129.8	122.0	121.0	103.5	
Altitude - Ft.		5,000	·)				-	
Fuel Time See	1							
Fuel Time - Sec.	2							
Fuel Used - Gal.	1	75,1	84.5	9.3.1	98.9	105.5	110.4	
ruer oscu - dar.	2	83.9	9.3.2	102.0	108.1	114.8	119.9	
Engine RPM	1	2560	2550	2555	2550	2.555	2550	
	2	2560	2565	2.565	2565	2565	2560	
Manifold Pres -	1	42.5	42.5	42.4	142.5	1/2.15	42.25	
in. Hg.	2	42.15	42.2	42.3	42.3	42.2	42.25	
CAT - Deg. C		0	-1.0	-1.0	-1.5	-1.0	-1.0	
2001 206. 0	2	-0.5	-1.0	-1.0	-1.0	-1.0	-1.0	
MSDP - in. H ₂ 0	1							
1.20	2							
OAT - Deg. C		-0.5	-1.0	-0.5	-1.0	-1.0	-0.5	
Fuel Wt Lb/Gal		5.8	3 48/	AL @	10.25	°C		
Engine Start Gr. Wt.	-Lb	26,135						
dn/dt - FT/M	IN	783	1306	1526	1511	1631	1905	
HEADING-	260°	270°	70°	80°	2600	270"		
							···········	
Remarks:		<u> </u>						
					D. 4. T. T.	4 JAN	11610	
			····		DATE:	1 SHN	176.0	

TEST		SAU	UTOO TH	1 CCI	MB		ı <del></del>
Flight No.		2				-	
Run No.		7	8	9	10	11	
Airspeed - Kts.		95.4	82.3	81.3	111.6	114.2	
Altitude - Ft.		500	0			-	
Fuel Time - Sec.	1						
ruei iime - Sec.	2						
Fuel Used - Gal.	1	117.6	122.3	128.5	134.6	140.8	
ruci obcu - dui.	2	127.4	132.3	138.5	145.1	151.6	
Engine RPM	1	25.50	2550	2550	2555	2550	
2.18.110 1.11	2	2565	2565	2565	2560	2570	
Manifold Pres -	1	42,65	425	42.4	42.5	42.4	
in. Hg.	2	42.25	42.25	42.3	42.25	42.25	
CAT - Deg. C		-1.0	-1.0	-1.0	-1.0	-0.5	
01.1 - Deg. 0	2	-1.0	-1.0	-1.0	-1.0	-0.5	
MSDP - in. H ₂ 0	1						
11 ₂ 0	2						
OAT - Deg. C		-1.0	-1.0	-1.0	-0.5	-0,5	
Fuel Wt Lb/Gal		5.	83 LB	AL W	10.25°	<u>~</u>	
Engine Start Gr. Wt.	-Lb	26,1	35				
dh/dt - FT/MI	~	1911	1800	1891	1969	1856	
HEADING		270°	&∂°	260°	80°	260°	
					,		
Remarks:					•		
				,	DATE:	H.JAN.	1960

TEST SAWTOOTH (LIMB								
Flight No.		5						
Run No.		/	2	3	4	5	6	
Airspeed - Kts.		145.0	134.5	125.7	114.6	103.75	104.2	
Altitude - Ft.	Altitude - Ft.		0				-	
Fuel Time - Sec.	1							
ruer rime - dec.	2							
Fuel Used - Gal.	1	91.7	103.7	111.5	119.2	12.5.7	131.5	
	2	90.4	101.7	108.9	116.1	122.4	128.0	
Engine RPM	1	2557	2560	2545	2550	2540	2550	
	2	2540	2550	2525	2535	2530	2525	
Manifold Pres -	1	38.6	<i>38.3</i>	37.8	37.75	37.2	37.4	
in. Hg.	2	37.3	37.3	36.9	36.85	36.5	36.55	
CAT - Deg. C	1	-0.5	-1.0	-1.5	-1.0	-1.0	-1.0	
	2	0.0	0.0	-0.5	+0.5	0.0	40.5	
MSDP - in. H ₂ 0	1							
2	2							
OAT - Deg. C		-0.5	-1.0	-1.5	-0.5	-1.5	-1.5	
Fuel Wt Lb/Gal		5.8	4 - B/G,	91 Q	11.2°C			
Engine Start Gr. Wt.	-Lb	27,250						
dr/dt-FT/MIN	/	520	804	919	1323	1410	1253	
HEADING		45°	220°	230°	450	450	240°	
Remarks:								
				Ī	DATE: 2	19 JAN	11960	
DATE: 1/ OANVIOL								

TEST SAI	~ ·	TOOT	4 C.L.	IMB			
Flight No.		5					1
Run No.		7	8	9			
Airspeed - Kts.		94.35	85.25	76.62			
Altitude - Ft.		10,000	) ————	-			
Fuel Time - Sec.	1						
r dei Time - Sec.	2						
Fuel Used - Gal.	1	138.0	145.1	151.5			
1 401 0004 041.	2	1342	141.1	147.4			
Engine RPM	l	2550	25.50	25.50			
	2	2530	2525	2530			
Manifold Pres - in. Hg.	1	37.25	37.15	36.8			
	2	36.4	36.3	36.05			
CAT - Deg. C	1	-1.0	-1.0	-1.0			
Ü	2	+0.5	+0.5	+ 1.0			
MSDP - in. H ₂ 0	1						
2	2						
OAT - Deg. C			-1.0				
Fuel Wt Lb/Gal		1		7L @	11.2°C		
Engine Start Gr. Wt.	-Lb	27,2	50				
dh/dt - FT/MIN	,	1	1343	1290			
HEADING		2400	450	45°			
	·····						
Remarks:							
					DATE:	19 JAI	V 1960

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TEST S	1-14	WTOO	TH (-	LIME	3		.,
Flight No.		6					-
Run No.		/	ス	3	24	5	6,
Airspeed - Kts.		127.1	110.3	1109	100.3	88.9	80.6
Altitude - Ft.		15,0	c) C) —				
Fuel Time - Sec.	1						
r dor rille - bec.	2						
Fuel Used - Gal.	1	82.1	90,3	97.8	105.8	113.5	118.3
	2	83.9	91.7	99.0	106.9	114.3	119.0
Engine RPM	1	2550	2545	2540	2550	2550	2550
	2	2550	2545	2555	2540	25.50	2550
Manifold Pres - in. Hg.	1	31.55	31.10	31.0	30.85	30.75	30.5
	2	30.90	30.65	30.6	30,4	30.25	30.05
CAT - Deg. C	1	-7.0	-6.0	-6.0	- 7.0	-7.0	-7.0
206.	2	-5.0	-5.0	-5.0	-4:0	-3.0	-2.0
MSDP - in. H ₂ 0	1						
20	2						
OAT - Deg. C		-6.0	-6.0	-6.0	-7.0	-7.0	- 7.0
Fuel Wt Lb/Gal		5.8	5 -3/GA	201	0.3 °C		
Engine Start Gr. Wt.	-Lb	26,4	00				
dh/at - FT/min	/	477	791	830	945	981	954
HEADING		70°	70°	260°	85°	240.250	260°
··							
Remarks:							
				I	DATE:	20 JA	N 1960

TEST	51	WTO	OTH (	11/1	3			
Flight No.		6						
Run No.		7	8					
Airspeed - Kts.		74.7	40.4					
Altitude - Ft.		15,0	00					
Fuel Time - Sec.	1							
	2							
Fuel Used - Gal.	1	125.2	131.7					
	2	125.7	132.0					
Engine RPM	1	2550	2550					
	2	2550	2550					
Manifold Pres -	1	30.45	30.7					
in. Hg.	2	30.05	30.3					
CAT - Deg. C	1	-7.0	-7.0					
	2	-2.0	-3.0					
MSDP - in. H ₂ 0	1							
2	2							
OAT - Deg. C		-8.0	- 7.0					
Fuel Wt Lb/Gal		5.85	BEAL &	10.3°C				
Engine Start Gr. Wt.		26,40	00					
an/dt-Fimi	'/V	862	986					
HEADING		80°	80°					
Remarks:								
					DATE:	20 JA	V 1960	

Flight No.		7					Ø>
Run No.		/	2	3	4	.5	6
Airspeed - Kts.		112.8	105.3	104.4	93.5	85.4	78.4
Altitude - Ft.		20,0	°0				-
Fuel Time See	1						
Fuel Time - Sec.	2						
Fuel Used - Gal.	1	110.5	116.3	122.6	127.8	132.1	137.
ruer osea - dur.	2	1089	114.4	120.3	125.4	1296	134.4
Engine RPM	1	2550	2550	2555	2550	25.50	2550
2.18.110 2.12	2	2560	2555	2555	2550	2555	2.550
Manifold Pres - in. Hg.	1	26.0	25.7	25.75	25.4	25,15	25.05
	2	25.5	25.15	25.2	25.0	24.75	24.8
CAT - Deg. C	1	-17.0	-17.0	-17.0	-17.0	-18.0	-18.0
	2	-19.0	-20.0	-20.0	-20.0	-21.0	-21.0
MSDP - in. H ₂ 0	1						
	2						
OAT - Deg. C		-15.0	-16.0	-17.0	-17.0	-18.0	-18.0
Fuel Wt Lb/Ga	1.	5.8	6 -B/G/	9L (2)	10°C		
Engine StartGr. Wt	Lb.	26,	550				
dh/dt - FT/m	1N	400	596	596	フィフ	643	565
HEADING		120°	3200	300°	300°	300	120°

TEST SAI Flight No. Run No.	'W	TOOT	H CL.	IME	3 <del></del>		_,	
		7		1				
Run No.								
Run No.		7	8					
Airspeed - Kts.		99.3	43.6					
Altitude - Ft.		20,0	00					
Fuel Time - Sec.	1							
ruel Inne - Sec.	2							
Fuel Used - Gal.	1	143.1	151.2					
Tuel obed Gui.	2	140.1	148.1					
Engine RPM	1	2555	2550					
	2	2555	2550					
Manifold Pres -	1	25.55	25.5					
in. Hg.	2	25.3	.25./					
CAT - Deg. C	l	-18.0	-17.0					
0 20g. 0	2	-21.0	-21.0					
MSDP - in. H ₂ 0	1							
20	2							
OAT - Deg. C		-18.0	-17.0					
Fuel Wt Lb/Gal		5.86 4	GAL @ 1	) °C				
Engine Start Gr. Wt.	-Lb	26,5	50					
ahldt - FT/m	, //~	613	573					
HEADING		120°	1200					
Remarks:								
					DATE:	ZI JAI	V 1960	

TEST	5	AWTO	OTH	CLIM	1B		
Flight No.		10					
Run No.		/	2	3	4	5	6
Airspeed - Kts.		119.8	109.9	98.0	96.8	90.3	80.3
Altitude - Ft.		10,0	00 -				-
Fuel Time - Sec.	1						
ruer rime - bec.	2						
Fuel Used - Gal.	1	82.6	87.7	91.9	96.6	100.4	107.5
Tuel Obed dal.	2	84.2	88.9	92.9	97.3	100.8	107.6
Engine RPM	1	2550	2550	2550	2550	2535	2550
	2	2550	2550	2550	2545	2545	2550
Manifold Pres - in. Hg.	1	38.0	37.55	37.25	37.15	36.65	37.1
	2	37.0	36.70	36.45	36.45	36,20	36.3
CAT - Deg. C	1	0.0	-1.0	+1.0	+2.0	41.0	+2.0
CAI - Deg. C	2	0.0	-1.0	0.0	+1.0	-1.0	-1.0
MSDP - in, H ₂ 0	1						
2	2						
OAT - Deg. C		+3.0	42.0	+2.0	+3.0	+1.0	-1.0
Fuel Wt Lb/Gal		5.80	18/c-AL	€ 17.4	(°C		
Engine Start Gr. Wt.	-Lb	22,4	20				
dh/dt - FT/m	//	1493	1695	1875	1622	1546	1639
HEADING		260°	260°	260°	80°	70°	85°
Remarks:							
					DATE:	27 JA	N 1960
L							

TEST	54	PNTO	OTH	CLIM	MB	<b></b>	
Flight No.		10			-		
Run No.		7	E	4	10		
Airspeed - Kts.		74.6	83.0	79.8	66.9		
Altitude - Ft.		10,0	00				
Fuel Time - Sec.	1						
radi imic - bec,	2						
Fuel Used - Gal.	1	116.1	121.7	125.8	132,5		
	2	115.7	121.4	125.2	131.6		
Engine RPM	1	2550	2550	2550	2560		
	2	2550	2550	2540	2545		
Manifold Pres - in. Hg.	1	36.8	37.05	36.8	36.65		
	2	36.3	36.40	36.3	36.05		
CAT - Deg. C	1	+3.0	+3.0	+2.0	12.0		
	2	-1.0	+1.0	0.0	+1.0		
MSDP - in. H ₂ 0	1						
1120	2						
OAT - Deg. C	,	+2.0	+ 3.0	+2.0	+2.0		
Fuel Wt Lb/Gal		5.80	LB/GAL @	17.4	<u>e</u>		
Engine Start Gr. Wt.	-Lb	22,4	20				
dh/dt-FT/m	/ ///	1657	1744	1657	1587		
HEADING		260°	80°	80°	260°		
Remarks:							
					DATE:	27 JA	N1960
					<del>  </del>		

TEST	50	WTO	0711	CL11	V13		
Flight No.	J 7-7	10					<u> </u>
Run No.		/	2	3	4	6	7
Airspeed - Kts.		140.8	134.6	117.9	107.3	95.8	85.7
Altitude - Ft.		5,00	0				
Fuel Time - Sec.	1						
ruel lille - Sec.	2						
Fuel Used - Gal.	1	19.5	27.5	34.8	40.9	52.1	56.4-
1 40. 000.	2	21.9	29.8	36.8	43.2	54.3	58.5
Engine RPM	1	2540	2.520	2515	2490	2550	2550
	2	2550	2535	2530	2525	2540	2550
Manifold Pres - in. Hg.	1	42.6	42.65	42.8	42.5	42.75	43.0
	2	4235	42.3	42.3	42.35	42.25	42.35
CAT - Deg. C	1	+5.0	+7.0	+7.0	+8.0	+6.0	+ 7.0
	2	+.5.0	+5.0	+6.0	+6.0	+5.0	+6.0
MSDP - in. H ₂ 0	1						
2°	2						
OAT - Deg. C		+7.0	+8.0	+ 7.0	+ 7.0	+6.0	+ 7.0
Fuel Wt Lb/Gal	•	5.80	13/GAL	Q 17.4	°CO		
Engine StartGr. Wt.	-Lb	22,4	20				
dh/dt - FT/m	<b>∕</b> ~	1091	1467	1778	1786	2000	1953
HEADING		80°	80°	260°	220-265	80°	70°
Remarks:							

DATE: 27 JAN 1960

5AW 10 8	TOOT		1MB		
		200.000			
4					
ζ,	9	10			
85.4	77.3	18.5			
5,000	>	•			
60.7	65.1	71.1			
62.9	67.2	73. z			
2560	2550	2560			
2550	2550	2550			
42.5	42.35	42.5			
42.3	42.3	42.3			
+7.0	+7.0	+ 7.0			
+5.0	+5.0	+6.0			
+7.0	+6.0	+7.0			
5.80	HAL @	17.4°C	1		
22,4	20				
2095	2000	1887			
80°	260°	80°			
			DATE:	27 JA	V 1960
	5.80° ZZ,4 2095	5.80 BAL @ 22,420 2095 2000	5.80 % AL @ 17.4°C 22,420 2095 2000 1887 80° 260° 80°	5.80 PGAL @ 17.4°C 22,420 2095 2000 1887	5.80 %AL @ 17.4°C 22,420 2095 2000 1887 80° 260° 80°

Flight No.		12					
Run No.		/	2	3	-4-	3	6
Airspeed - Kts.		105.9	95.7	88.1	80.3	82.0	71.8
Altitude - Ft.		2,50	<i>(</i> )				-
Fuel Time - Sec.	1						
ruer rime - bec.	2						
Fuel Used - Gal.	1	3/.3	39.9	46.1	52.1	58.0	63.6
	2	28.8	37.1	43.2	49.2	55./	60.7
Engine RPM	1	2550	2570	2560	2550	2550	2550
Ü	2	2535	2330	2540	2560	2560	2560
Manifold Pres -	1	42.3	42,3	42.3	42.4	42.2.	42.3
in. Hg.	2	422	42.3	42.2	42.4	42.2	42.2
CAT - Deg. C	1	13	13	13	7.3	13	13
	2	12	//	11	//	11	//
MSDP - in, H ₂ 0	1						
۷	2						·
OAT - Deg. C	·	14	13	13	13	/3	13
Fuel Wt Lb/Gal		5.83	- 196A	L (a) 1	5.85°C		
Engine Start Gr. Wt.		26,0	00				
dh/dt-FT/MIN		506	785	825	872	922	464
HEADING		20°	200°	50°	30°	2000	200
				www.ada.ada.ada.ada.ada.ada.ada.ada.ada.			·····
							· Mark the color of the colors

63

DATE: 3 FEB 1960

TEST	5A.	WTOO	TH C	LIME	3		
Flight No.		12					
Run No.		7	8				
Airspeed - Kts.		71.6	94.3				
Altitude - Ft.		2,500	P				
Fuel Time - Sec.	1						
ruer Time - Sec.	2						
Fuel Used - Gal.	1	70.4	<i>78.</i> 2				
Tuel Obed Cul.	2	67.5	75.3				
Engine RPM	1	2550	2540				
2	2	2560	2555				
Manifold Pres -	1	42.3	42.2				
in. Hg.	2	42.2	42.2				
CAT - Deg. C	1	/3	13				
5 56. 6	2	//	//				
MSDP - in. H ₂ 0	1						
20	2						
OAT - Deg. C		/3	13				
Fuel Wt Lb/Gal	•	5.82	EAL @ 15.	85°C			
Engine Start Gr. Wt.	-Lb	26,0	00				
d R/dt - FT/mil	<u> </u>	838	745				
HEADING		200	200°				
Remarks:							
					DATE:	3 FEB	1960
<del> </del>							

1 2	13	3 97.0	4 90.5	5 82.0	6	7
	106.0	97.0			ļ	
			90.0	02,0		98.5
	2,500	[			1	
					-	
,	10.7	12.0	12.0	13.0	13.0	14.9
2	12.7	12.8	12.9	71.9	90.3	112.4
	24.0	46.4	60.1	77.9	70.3	
			10			
2	2550	2550	2530	2550	2550	2550
1				<del></del>		
2	42.2	42.2	42.2	42.25	42.25	42,2
1	F					
2	112	+12	+13	+12	412	+12
1						
2						
	13.9	15	13.9	139	13.9	12.8
	5.85	LB/GAL	@ /2.	25°C		
-Lb	25,9	30				
/	250	275	325	300	300	350
	35°	2150	350	350	2150	150
						<del></del>
	1 2 1 2 1 2 1 -Lb	1 0 2 2550 1 — 2 42.2 1 — 2 1/2 1 — 2 1/3.9 5.85 -Lb 25,98	1 0 - 2 2550 2550 1 2 42.2 1 2 112 1 1 2 1 1 1 1 1 1 1 1 1	1 0 - 2550 2550 2530  1  2 42.2 42.2 42.2  1  2 1/2 1/2 1/3  1	1 0	1 0

Remarks: NUMBER | PROPELLER FEATHERED

DATE: 16 FEB 1960

TEST SINGLE	E	NGINE	- SAW	TOOTH	CLIMB	AT 2,5	100 FT.
Flight No.		/3					
Run No.		9					
Airspeed - Kts.		87.5					
Altitude - Ft.		2,500	)				
Fuel Time - Sec.	1						
ruer Time - Bec.	2						
Fuel Used - Gal.	1	15.0					
	2	138.2					
Engine RPM	1	0					
	2	2540					
Manifold Pres -	1						
in. Hg.	2	42.1					
CAT - Deg. C	l						
	2	+14					
MSDP - in. H ₂ 0	1						
2	2						
OAT - Deg. C		11.8					
Fuel Wt Lb/Gal				12.25 %			
Engine Start Gr. Wt.		25,9	80				
deldt - FT/Min	_	360					
HEADING		35°					
Remarks:							
					DATE:	16 FEB	1960

Flight No.		15				
Run No.		1	Z	3	6	
Airspeed - Kts.		98.0	94.8	90.8	85.0	
Altitude - Ft.		2,5	00 —			
Fuel Time - Sec.	1					
raci inne - bee.	2					
Fuel Used - Gal.	1	24.8	249	24.9	25.0	
	2	353	425	49.6	77.7	
Engine RPM	1	2400	2200	2100	1000	
	2	2550				
Manifold Pres -	1	-				
in. Hg.	2	42.4	42.3	42.5	42.3	
CAT - Deg. C	1					
	2	8	8	9	8	
MSDP - in. H ₂ 0	1					
4	2					 ļ
OAT - Deg. C		9.5				
Fuel Wt Lb/Ga	l.		LB/GAL	<u>v</u> 10.2	5°C	
Engine Start Gr. Wt		26,	370			
dhlat - FTM	///	0	0	50	85	
HEADING		NORT4	NORTH	NORTH	50074	

Remarks: Numbe	R	PROP	FLLER	MINDM	ILLING	
HEADING		0°	o°	o°	o°	
dh/dt-F/m	///			-600		
Engine Start Gr. Wt.						 
Fuel Wt Lb/Gal		<del></del>	LO AL C	10.25	٣	
OAT - Deg. C		9.5	40/		012	 
	2	2				
MSDP - in. H ₂ 0	1					
	2	9	8	8	8'	
CAT - Deg. C	1		-			-
in. Hg.	2	42.1	42.1	42.2	42,2	
Manifold Pres -	1					
	2	2550	2540	2550	2550	
Engine RPM	1	1260	1100	14.00		
	2	105.3	121.2	<del></del>	156.2	
Fuel Used - Gal.	1	38.9	42.8	49.2		
	2					-
Fuel Time - Sec.	1					
Altitude - Ft.	·	2,500	>			
Airspeed - Kts.		103.0	83.0	100.0	75.0	
Run No.		/	2	J	4	
Flight No.		15				
Flight No.		15				

TEST		CH	ECK	C L 1 ~	 1 <i>1</i> 3		
Flight No.		22					-
Run No. TIME MIN	 SEC	07:17:91	18:56.5	19:40	20:07	20:73	21:40
Airspeed - Kts.		48.0					97.0
Altitude - Ft.		3020	4020	5015	6000	6990	7985
Fuel Time - Sec.	1						
ruoi ime - bee.	2						
Fuel Used - Gal.	1	9.7	11.6	13.6	15.1	17.0	18.5
	2	11.1	129	14.8	16.3	18.0	19.4
Engine RPM	1	2550					
	2	2550					
Manifold Pres -	1	41.95	42.05	42,45	42.05	40.76	39.59
in. Hg.	2	42.0	42.0	42.2	41.0	40.0	38.5
CAT - Deg. C	1	15.5	12.3	12-3	12.3	10.3	10.3
	2	15.5	12.3	12.3	12.3	10,3	10,3
MSDP - in, H ₂ 0	1						
L	2						
OAT - Deg. C	· •	11.6	11.6	11.6	9.5	9.5	7.4
Fuel Wt Lb/Gal			- B/CRI	(a) /	2.80€		
Engine Start Gr. Wt.	-Lb	26,4	00				
<u> </u>							· · · · · · · · · · · · · · · · · · ·
Remarks:							
Venia i va:							
		****	****	I	DATE:	11 MAR	1960

TEST		CH	ECK	CL 1~	18		
Flight No.		22					-
Run No. TIME - MIN	SEC	22:24	23:14	23:92	24.89	25:43.5	26:98
Airspeed - Kts.		98.0	97.5	97.0	98.0	97.0	98.0
Altitude - Ft.		8975	9975	10970	11965	12965	13955
Fuel Time - Sec.	1						
ruer rime - bec.	2						
Fuel Used - Gal.	1	20.5	22.4	24.0	25.9	27.8	29.6
1401 0504 041.	2	21.2	22.9	24.3	26,1	27.8	29.4
Engine RPM	1	2550					
	2	2550					
Manifold Pres -	1	37.82	36.65	35,57	34.09	32.92	31.96
in. Hg.	2	37.2	35.7	34.9	<i>33.</i> 2	32.4	31.3
CAT - Deg. C	1	8.Z	6,1	6,1	3.1	0	-2.0
	2	8.2	6.1	6.1	3.1	0	-2,0
MSDP - in, H ₂ 0	1						
2	2						
OAT - Deg. C		5.3	1.0	1.0	-1.1	-1.1	-3.1
Fuel Wt Lb/Gal		5.82	LB/6-A	10	2.800		
Engine Start Gr. Wt.	-Lb	26,4					
						·	
Remarks:							
				I	DATE: .	11 MAK	21960

TEST CHECK CLIMB									
TEST		CH.	ECK	CLIM	[ <i>G</i>	7	I .		
Flight No.		22					<b></b>		
Run No. TIME NIW.	SEC	28:15	29:50	31.03	32.48.5	34:17	36:04		
Airspeed - Kts.		96.0	97.0	97.5	96.0	96.0	96.0		
Altitude - Ft.		14950	15950	16940	17935	18930	19915		
Fuel Time - Sec.	1								
ruer rime - bec.	2								
Fuel Used - Gal.	1	31.6	33.7	36,1	38.2	37.6	43.0		
1 401 0004 441.	2	31.2	33.2	35.4	37.4	39.6	41.8		
Engine RPM	1	2550							
	2	2550							
Manifold Pres -	1	30.78	29.69	28.63	27.79	26.62	25.75		
in. Hg.	2	30.0	29.0	27.9	27.0	26.0	25.0		
CAT - Deg. C	1	- 4.0	-6.0	-8.0	-10.0	-13.0	-15.0		
577 Bog. 0	2	-4.0	-6.0	-8.0	-10,0	-13.0	-15.0		
MSDP - in, H ₂ 0	1								
120	2								
OAT - Deg. C		-7.2	-9.3	-11.3	- 11.3	-13.4	-16.6		
Fuel Wt Lb/Gal		5.80	-6/GA	L (e)	12.8°C				
Engine Start Gr. Wt.	-Lb		,						
Remarks:				L					
				1-2		11 11 11 11	1960		
				I	DATE:	11 MAR	1/60		

(							
TEST		CL.	ECK	CLIM	$\mathcal{B}$		· · · · · · · · · · · · · · · · · · ·
Flight No.		22					-
Run No. TIME MIN.	SEC	36:73:5	38.05	39:06.5	40.50	42:10	43:65.5
Airspeed - Kts.		97.0	97.0	97.0	97.5	97.0	97.0
Altitude - Ft.		20415	20915	21415	21915	22415	22915
Fuel Time - Sec.	1						
ruer rime - bec.	2						
Fuel Used - Gal.	1	44.2	45.7	47.0	48.7	50.6	52,5
ruer obed - dar.	2	42.9	44.3	45.5	47.1	48.8	50,5
Engine RPM	1	2550					
	2	2550					-
Manifold Pres -	1	25.26	24.68	24.30	23.92	23.34	23,05
in. Hg.	2	24.5	23.8	23.5	23.0	22.5	22,2
CAT - Deg. C	1	-15.0	-18.0	-18.0	-19.0	-20.0	- 21.0
01.1 - Deg. 0	2	-15.0	-18.0	-18.0	-19.0	-20,0	-21.0
MSDP - in, H ₂ 0	1						
20	2						
OAT - Deg. C		-19.7	- 19.7	-19.7	-21.9	-21.9	-22.9
Fuel Wt Lb/Gal		5.82	, LB/GA	(@)	2.8°C		
Engine StartGr. Wt.	-Lb	26,4	00				
Remarks:							
				I	DATE:	II MAR	1960

TEST		C+,	IECK	CLIM	B		,
Flight No.		22					<b></b>
Run No. Time Min	1.580	44:70.5	45.42	46:41.5	47:17	48.68	49:76.5
Airspeed - Kts.		97.0	96.0	96.0	97.0	97.0	97.0
Altitude - Ft.		23/65	23415	23665	23915	24160	24405
Fuel Time - Sec.	1						
ruer rime - sec.	2						
Fuel Used - Gal.	1	53.7	54.5	55.6	56.9	58.2	59.3
1 401 0004 041.	2	51.6	52.3	53.4	54.6	55.7	56.9
Engine RPM	1	2.550					-
	2	2550					<b>→</b>
Manifold Pres -	1	22.76	22.57	22.28	22.08	21.89	21.70
in. Hg.	2		21.75				
CAT - Deg. C	1	-21.0	- 22.0	-27.0	-25.0	-26.0	-26.0
Chi a Beg. O	2	-21.0	-27.0	-220	-25.0	- 26.0	-26.0
MSDP - in. H ₂ 0	1						
2	2						
OAT - Deg. C		-25.1	-25./	-26.1	- 26,1	-27.2	-28.3
Fuel Wt Lb/Gal		5.80	- 28/6-1	2 ( a) 1	2.8 °C		
Engine Start Gr. Wt.	-Lb	26,4	00				
Remarks:						-	
				:	DATE:	11 MAR	1960
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TEST CHECK CLIMB								
Flight No.		22						
Run No. TIME MIN	-SEC	50:85	52:52.5	54:28	56:42.5			
Airspeed - Kts.			97.0					
Altitude - Ft.		1	24900					
Fuel Time - Sec.	1							
ruer rime - bec.	2							
Fuel Used - Gal.	1	60.5	62.3	64,1	66.0			
	2	57.9	596	61.4	62.9			
Engine RPM	1	2550						
	2	2550						
Manifold Pres -	1	21.6	21.3	2/,1/	21,0			
in. Hg.	2	20.9	20.5	20,3	20,2			
CAT - Deg. C	1	-26.0	-26.0	-28.0	-29.0			
	2	-26.0	- 26.0	-28.0	- 29.0			
MSDP - in. H ₂ 0	1							
	2							
OAT - Deg. C		- 30,4	-30,4	- 30.4	-30,4			
Fuel Wt Lb/Gal		5.83	2 48/6,	9L (a)	12.86	0		
Engine Start Gr. Wt.	-Lb	26,4	100					
Remarks:								
]	DATE:	11 MA	R1960	

TEST CHECK CLIMB									
TEST		1	IECK	C Z /M	0	1	I		
Flight No.		29							
Run No. TINIC MIN.	SEC	06:55.00	55.43	56:25	57.12	58.00	58:46		
Airspeed - Kts.		95.5	98.0	97.0	97.5	980	98.0		
Altitude - Ft.		3015	4010	5000	6000	6990	7985		
Fuel Time - Sec.	1								
Tuer Time - Beer	2								
Fuel Used - Gal.	1	7.6	9.4	11.1	/3.3	15.1	16.9		
ruer osed - dar.	2	7.3	9.1	10.8	12.8	14.8	16.1		
Engine RPM	1	2560					-		
2g	2	2540	[F						
Manifold Pres -	1	42.22	42.22	4212	41.75	40.56	39,19		
in. Hg.	2	42.2	42.2	42.1	41.0	39.7	38.3		
CAT - Deg. C	1	21.7	22.7	20.8	18.6	18.6	14.45		
01.1 - Deg. 0	2	22.0	22.0	22.0	20.0	18.0	15.0		
MSDP - in. H ₂ 0	1								
77.	2								
OAT - Deg. C		20.4	20.4	20,4	18.2	15.0	11.7		
Fuel Wt Lb/Gal		5.76	, 28/p	L. @	2.4.40	P			
Engine StartGr. Wt.	-Lb								
Remarks:	·····								
				•	A m m	5 APRIL	1960		
				L	ATE:	- 11111	- 160		

TEST		<i>C</i> /	HECK	CLIM	3	·	Į
Flight No.		29					
Run No. TIME MIN.	-SEC	59:36	7:00:26	01:24	02:20	03.25	04:35
Airspeed - Kts.		97.0	95.5	97.5	96.5	96.5	97.5
Altitude - Ft.		8975	9975	10970	11965	12965	13955
Fuel Time - Sec.	1						
ruer inne - Sec.	2						
Fuel Used - Gal.	1	18.6	20.4	22,3	24.2	26.3	28.4
ruci oscu - dai.	2	17.8	19.2	20.9	22.6	24.5	26.4
Engine RPM	1	2560					-
	2	2540	2550				
Manifold Pres -	1	38.01	36.94	35.48	34.3	32.24	31.74
in. Hg.	2	37.0	35.2	34.4	33.2	31.8	31.0
CAT - Deg. C	1	12.3	10.2	9.2	6.15	2.05	0.0
	2	13.0	12.0	8.0	8.0	4.0	1.0
MSDP - in. H ₂ 0	1						
2	2						
OAT - Deg. C		13.9	8.4	6.3	3,1	2.1	-1.0
Fuel Wt Lb/Gal		5.76	LB/GA	<u> (a)</u>	24.400		
Engine Start Gr. Wt.	-Lt	264					
				-			
Remarks:							
					DATE:	5 APRI	11960

TEST		CI	HECK	CLIM	'B				
Flight No.		29							
Run No. TIME MIN	1-Së C	05:48	0708	08.32	09:18	10:06	10:55		
Airspeed - Kts.		95.5	97.0	97.0	97.0	96.5	95.5		
Altitude - Ft.		14950	15945	16935	17435	17935	18435		
Fuel Time - Sec.	1		1						
Tuer Time = Bee,	2								
Fuel Used - Gal.	1	30.2-	32,3	34.4	35.6	36.7	37.9		
Tue. Open dan.	2	28.0	299	31.7	32.8	34.0	34.8		
Engine RPM	l	2560					-		
	2	2550					-		
Manifold Pres -	1	30,82	29.73	28.85	28.27	27.51	27.02		
in. Hg.	2	30.0	29.0	28.0	27.2	26.9	26.4		
CAT - Deg. C	1	-2.0	-4.0	-6.0	-8.0	-8.0	-10.0		
July 2008.	2	-1.0	-4,0	-6.0	-6.0	-8.0	-9.0		
MSDP - in, H ₂ 0	l								
, 120	2								
OAT - Deg. C		-J.Z	-6.2	-6.2	- //. 3	- 11.3	-11.3		
Fuel Wt Lb/Gal		5.76	LB/GAL	(a) Z	4.4 %				
Engine Start Gr. Wt.	-Lb	264	70						
							1		
Remarks:	Remarks:								
				I	DATE:	AFRIL	1960		
,		all-fair-aith-air-gagainnigh-ag-aag-a-	**************************************	I	DATE:	APRIL	1960		

TEST		C. F	HECK	CLIME	3		
Flight No.		29					-
Run No. TIME MIN	1- SEC	11:43	12:43	13:37	14:53	16:05	17:18
Airspeed - Kts.		97.0	97.0	97.5	97.5	97.0	97.0
Altitude - Ft.		18935	19420	19915	20415	20915	21415
Fuel Time - Sec.	1						
ruel lime - Sec.	2						
Fuel Used - Gal.	1	34,0	40,3	41.7	43.4	44.7	46.4
ruci obed - dar.	2	35.8	37.0	38.3	39.6	40,9	42.3
Engine RPM	1	2560					
11.g 1(1 !!!	2	2550					
Manifold Pres -	1	26.53	26.04	25,46	24.97	24.58	24.1
in. Hg.	2	25.9	25.3	24.8	24.3	23.9	23.4
CAT - Deg. C	1	-11.0	-12.0	-12.0	-14.0	-14.0	-16.0
om Deg. o	2	-10.0	-11.0	-/3.0	-12.0	-16.0	-14.0
MSDP - in. H ₂ 0	1						
2	2						
OAT - Deg. C		-12,4	-/5.5	-/5.5	-16.6	-166	-17.6
Fuel Wt Lb/Gal	•	5.76	LOGAL	@ Z4.	400		
Engine Start Gr. Wt.	-Lb	264	70				
Remarks:							
				T	DATE:	5 APRIL	11960

					1 m) 1 1 1 m m m	- apreciated conversion and care and	
TEST			1 11 11	1000	, ,		
Flight No.		29	n company de la				7.00-
Run No. TIME MIN				1 / [20.54	21:49	72:48
Airspeed - Kts.		E 5%			81.0	97.5	97.5
Altitude - Ft.					1 6 6 5	22.715	23165
Fuel Time - Sec.	1						
r der rime = 500.	2						
Fuel Used - Gal.	1	20 8 18	2.13.1	1.50	27.7	51.7	52.9
	2.	1120			1161	47.1	48.0
Engine RPM	1	2540					
	2	2550					-
Manifold Pres -	1	23.73	.73.44	23 14	23.75	22,86	22.66
in. Hg.	2	230	22.8	25 11	22.4	22.2	22,0
CAT - Deg. C	1	- , 8, 1	1.75		18:0	-180	-20.0
5112 2561	2	16.6				-18.0	-19.0
MSDP - in, H ₂ 0	1 2						
OAT - Deg. C		-197	<i></i>	20,6	-21.9	-21,9	-22.9
Fuel Wt Lb/Gal	a		25.		1 11 20	-	
Engine StartGr. Wt.	-L1	7.					
				THE T STATE			and the second real or the second real of the secon
					distribution of the state of th	. Mids value og \$10 and it djambe	
•	W T W Shan Source 1 1 1					a analytique françois regul plat the estimation and	**************************************
nacional de Administração de Administração de Administração de Administração de Administração de Administração	ger andere a green			1	7	a tar at andre alleting electric designaturality des lapt	-A
	•						
A CONTRACTOR OF THE STATE OF TH			1			THE RESIDENCE OF THE PROPERTY OF THE PARTY.	
Remarks:			'	. 1	6 - 6 6 1 4 have differ through a differ the frequency of the		artin di di din biranda kangada ngangga
]	DATE:	5 APRI	1960

			,			,	
TEST		CF	HECK	CLIMI	5	·	1
Flight No.		29					. 🗠
Run No. TIME MIN	ع تحد ا	23:48	24:39	25:57	27:21	28:25	29:26
Airspeed - Kts.		98.0	98.0	97.0	97.5	97.0	96.0
Altitude - Ft.		23415	23665	23915	24160	24405	24655
Fuel Time - Sec.	1						
Tuck Time - Bec.	2						
Fuel Used - Gal.	1	54.0	55.0	56.5	58.1	59.2	60-3
1 40. 0504 44	2	49.0	49.9	51.1	52,6	53.6	54.6
Engine RPM	1	2560					
	2	2550					ti>
Manifold Pres -	1	22.46	22.26	22.07	21.78	21.59	21.49
in. Hg.	2	21.6	21.5	21.4	21.1	2/,0	20.7
CAT - Deg. C	1	-20.0	-21,0	-22.0	- 23.0	-24.0	-24.0
	2	-20.0	-19.0	-22.0	-27.0	-23.0	-23,0
MSDP - in. H ₂ 0	1						
2	2						
OAT - Deg. C		-22.9	-24.0	-25./	-26.1	- 28.3	-28.3
Fuel Wt Lb/Gal		5.7	6 48/61	7L @	24.4 00	-	
Engine StartGr. Wt.	-Lb	264	70				
Remarks:							
				1	DATE:	5 APRIC	1960
i.				1	DATE:	5 APRIL	19

TEST		CH	IECK	CLIMIL	3		
Flight No.		29					
Run No Time MIN	-Sć C.	30:43	32.08	33.24	36:37	40:38	
Airspeed - Kts.		97.5	97.0	97.0	98.0	920	
Altitude - Ft,		24700	25145	25395	25640	25885	
Fuel Time - Sec.	1						
ruer rime - bec.	2						
Fuel Used - Gal.	1	61.7	63.2	64.5	67.8	71.8	
1 1101 0000	2	55.8	57.3	58.4	61.3	65.1	
Engine RPM	1	2560					
	2	2550				€1>	
Manifold Pres -	1	21.30	21.11	20.77	20.35	20.33	
in. Hg.	2	20.5	20-3	20.01	20.0	19.7	
CAT - Deg. C	1	-24.0	-24.0	-23.0	-23.0	-24.0	
31.1 256. 0	2	-26.0	- 24.0	-24.0	-240	-22.0	
MSDP - in. H ₂ 0	1						
20	2						
OAT - Deg. C	,	-28.3	-272	-283	- 27,2	-27.2	
Fuel Wt Lb/Gal	١,	5.7	1. 196 p.	(a)	24.4 0	-21	
Engine Start Gr. Wt.	-Lb	264	70				
Remarks:							
				Γ	DATE:	5 APRIL	. 1960

TEST SIN	16-1	E ENC	/ NC	CHECI	K C.L.	MB	,
Flight No.		3/					•
Run No. TIME MIN.	<i>5ξ</i>	07:05.00	06:00	06:57	09:15.5	10:43	11:42
Airspeed - Kts.		94.5	94.5	93.5	94.5	95.5	94.5
Altitude - Ft.		3025	3273	3522	4020	4268	4516
Fuel Time - Sec.	1						
ruer rime - bee.	2						
Fuel Used - Gal.	l	5.8	5.8	5.8	5.9	5.9	5.9
	2	14.0	16.1	18.2	23,7	27.2	29.4
Engine RPM	1	0					
5	2	2550					
Manifold Pres -	1						
in. Hg.	2	42.2	42.0	42.2	42.2	42.0	42.0
CAT - Deg. C	1						
J. 20g. 0	2	72.9	25,3	24.35	24.74	24.25	2385
MSDP - in. H ₂ 0	1						
20	2						
OAT - Deg. C		20.4	21.4	22.4	20.4	20.4	20,4
Fuel Wt Lb/Gal	•	5.80	136	9L @ 1	7.8°C		
Engine StartGr, Wt.	-Lb	264	60				
			8				
Remarks: LEFT	PR	PELL	ER FE	ATHER	EO		
				.1	DATE:	6 APR	12 1960
				···			

TEST DATA CORRECTED FOR INSTRUMENT ERROR

YAC-1 DH S/N 57-3079

TEST SINGIF FILLING STEEK CLIMB										
Flight No.		1 31/			The state of the s		-			
Run No. Time Min	1:26	1.	1.3 4	1.5 16	16:25	17:28	18:48			
Airspeed - Kts.		177.6					93.5			
Altitude - Ft.		2017S	5775	1000	5570	5750	6000			
Fuel Time - Sec.	1									
	2									
Fuel Used - Gal.	1	5.9	6.0							
	2	31.6	345	37.7	40.7	42.9	45.9			
Engine RPM	1	O	-							
	2	25.50								
Manifold Pres -	1									
in. Hg.	2	420	422				41.7			
CAT - Deg. C	1									
	2	23.85	22.8	3	27.3	20.78	20.37			
MSDP - in. H ₂ 0	1									
2	2			34 - 40 AC (10 Ac - 10 Ac -						
OAT - Deg. C			19.3			18.2	18.2			
Fuel Wt Lb/Gal			4360.	10 /-	500					
Engine Start Gr. Wt.	-L,b	760	50							
	icrahia i									
			Land to the Contract of the							
THE RESIDENCE OF THE RE	e e e e e e e e e e e e e e e e e e e									
		l	10 Mario 18 46 (2019 19 19 19 19 19 19 19 19 19 19 19 19 1							
Remarks;						.				
				Γ	DATE: .	6 APRIL	1960			

		······································					
TEST 5	IN.	GLE	ENGIN	E CHE	ECK C	LIMB	1
Flight No.		3/					
Run No. Time Min	· SEC	20:36	2/:38	ZZ:37	2.4;27	25733	26:25
Airspeed - Kts.		93.5	93.5	94.0	93.5	92.5	9.3.5
Altitude - Ft.		62.50	6490	6740	6990	72.40	7490
Fuel Time - Sec.	1						
T dox Time = bec.	2						
Fuel Used - Gal.	1	6.0	6.0	6.1			-
	2	49.8	52./	54.4	58.3	60.8	62.4
Engine RPM	1	0					
	2	2550					
Manifold Pres -	1						
in. Hg.	2	41.4	41.1	40.7	40.3	40.0	39.7
CAT - Deg. C	1						
	2	19.82	18.25	17.7	17.75	16.61	16.13
MSDP - in. H ₂ 0	1						
2	2						
OAT - Deg. C		16.0	16.0	18.2	13.9	11.7	11.7
Fuel Wt Lb/Gal	•	5.80	LB/GAL	@ 17.	800		
Engine Start Gr. Wt.	-Lb	264	60				
							inter buildingsportungsportungsportungsportungsportungsportungsportungsportungsportungsportungsportungsportung
			×				
Remarks:							
				1	DATE: 4	O APR	11 1960

							-
TEST		1 2 2 6			-11 CK	CCIM,	ゟ´ ゚゚゚
Flight No.		3					₽D-
-Run No Trait 1111	(12 07	34:17	36:58
Airspeed - Kts.	Abadenia II for der				7.51.5		
Altitude - Ft.					- 120		
Fuel Time - Sec.	1			!	1		
r der rime - sec.	2						
Fuel Used - Gal.	1	6.1		-		-	6.2
Tuer obed = dar,	2	600	42	20.0	73.8	78.2	83.2
Engine RPM	1	0					-
	2	2550	2				-
Manifold Pres -	1						
in. Hg.	2	39.4	39.0	38:7	38.2	37.8	37.6
CAT - Deg. C	1						
Chi - Deg. C	2	16.15	14.10	. 7.1		14.35	14.35
MCDD in H o	1	d de la companya de l					
MSDP - in, H ₂ 0	2						
OAT - Deg. C		11.7	12.7	77.7	10.6	9.5	9.5
Fuel Wt Lb/Gal	0		161				
Engine Start Gr. Wt.	-Lt						
			1				
		1				Supplement America, Proceeding conditions	
	nomo sango ujer t		W Temper community and	1			
	er i sauge, ensemble		A SECTION OF THE PARTY OF THE P	The state of the s	the second of the second control of the seco		
	ultruls vante kaken sens	man a frances of the second of	to delicate at Party		and the second second second second	van derite her verwade ritees i frate deriver	
				1			
Remarks;	uni transaria (Same and a series of	per a ser men recom E	and the second s	n, repetitor propieto de respecto de terro respectorio de la consecución de la consecución de la consecución d		
				Y	DATE: 6	APRIL	1960
	-	tank-tiranan dan manakan saman gang pagsap sap b	The first death; a the dispussion is a superior and the second se		JAIL: .		

TEST	5	INGLE	ENGI	NE CH	IECK C	LIMB	
Flight No.		3/					
Run No. TIME MIN	-SEC	38:55	41.30	44:03	47.57	5/33	57:01.5
Airspeed - Kts.		94.5	94.5	94.0	93.5	94.5	94.0
Altitude - Ft.		9225	9475	9725	9975	10220	10470
Fuel Time - Sec.	1						
	2						
Fuel Used - Gal.	1	6.2					
	2	87.0	91.6	96.7	103.9	110.4	120.1
Engine RPM	1	0					{ >
	2	2550					
Manifold Pres -	1						
in. Hg.	2	37.2	36.9	36.5	36.2	35.9	3575
CAT - Deg. C	l						
on rebug.	2	13.0	11.95	11.95	11.5	10.38	9.87
MSDP - in. H ₂ 0	1						
WISD1 - III. 1120	2						
OAT - Deg. C		9.5	8.5	9.5	8.5	8.5	8.5
Fuel Wt Lb/Gal	•	5.80	1 66 A	<u> </u>	7.8°C		
Engine Start Gr. Wt.	-Lb	264	60				
Remarks:		· · · · · · · · · · · · · · · · · · ·		······································		····	
				Ţ	DATE: 6	APRIL	1960
			86		on III;		

Flight No.		74					-
Run No. Time Min	180	1	06.41	08:23	10:14	12:09	/3150
Airspeed - Kts.	<i>3</i> . C	74.5	i	47.0		47.0	
Altitude - Ft.			3025	3520	4020	4520	5015
T 1 T C	1						
Fuel Time - Sec.	2						
Fuel Used - Gal.	1	8.2					
ruel OBed - Gal.	2	14.4	18.8	23.0	27.9	31.9	36.3
Engine RPM	1	0					
Engine IVI Wi	2	2550					
Manifold Pres -	1						
in. Hg.	2	42.2	42.4	42.0	42.3	42.3	42.1
CAT - Deg. C	1						
J. 1 20g.	2	7.5	7.5	9,5	9.5	7.5	5.5
MSDP - in. H ₂ 0	1						
20	2						
OAT - Deg. C		9.5					
Fuel Wt Lb/Gal		5.8	1 LB/GA	L- (a)	16.400	_	
Engine Start Gr. Wt.	-Lb	26/	70				
		onne namenamentone de évicativitations					
n Nas en widered skiewysgen of fall till syffendingsfolderlike black over held folder held folder skied folder							
Remarks: LEFT F							

TEST	51	NGLE	ENG-IN	IE CH	ECK C	LIMB	,
Flight No.		2.4					
Run No. Time MIN	 '-SEC	14:56	15:40	16:24	17:18	18:24	19:23
Airspeed - Kts.		97.0				-	95.5
Altitude - Ft.		5260	5505	5750	6000	6245	6495
Fuel Time - Sec.	1						
i dei i mie - bec.	2						
Fuel Used - Gal.	1	8, 2					
Tuer oscu dur.	2	38.3	40.3	42.1	44.3	46.9	48.9
Engine RPM	1	0					-
	2	2550					-
Manifold Pres -	1						
in. Hg.	2	42.1	42.3	42.2	42.0	41.4	41.3
CAT - Deg. C	1						
Dog. O	2	5.5	5.0	5.0	4.0	4.0	4.0
MSDP - in. H ₂ 0	1						
2	2						
OAT - Deg. C		5.5	5.5	3-0			
Fuel Wt Lb/Gal	,	5.81	LE/GAL	@ 16.	400		
Engine Start Gr. Wt.	-Lb	261	70				
		N.					
Remarks:							
				I	DATE: :	14 MAR	1960
							

TEST		SINGL	E ENG	INE C	HECK	CLIM	3
Flight No.		24					
Run No. Trace , Y.A.	' δέι.	20:35	21:45	22:57	24.04	24:58	26:45
Airspeed - Kts.		97.0	95.5	95.5	96.0	9575	97.0
Altitude - Ft.		6740	6990	7240	7485	7735	7985
Fuel Time - Sec.	1						
Fuel Used - Gal.	2	8.2.					W.ro-
ruei Osed - Gai,	2	52.0	54.5	57.5	59.8	61.7	65.6
Engine RPM	1	0					
	2	2540			100	2545	2545
Manifold Pres -	1						
in. Hg.	2	41.0	40,5	40.2	40.0	39.7	39.2
CAT - Deg. C	1						
0 -	2	4.0	2.0	2.0	2.0	1.0	2.10
MSDP - in. H ₂ 0	1						
	2						
OAT - Deg. C		3,0	3.0	3.0	1.0	1.0	1.0
Fuel Wt Lb/Gal	이	58,	10/GAL	(d) 16	,4°C		
Engine Start Gr. Wt.	-L.b	261	70				
Approach to the second	e	Processing to the state of the					
	g ajlanago e co rre gue					nana salumusian skonstilandiri. Alian Pilat Andrika sala	
The second secon	101 August 11 August	nan and make whose our blockers.				· · · · · · · · · · · · · · · · · · ·	
The state of the s							
gas gasagar biri, hin ini aliyo mara. Malaji ini an makkalagar basi udanjaka danggatan gun maya sati aka							
Remarks:							***************************************
				Ι	DATE:	14MAR	1960

TEST		51NGL	E ENC	FINE	CHECK	CLIM	<i>B</i>
Flight No.		24					-
Run No. Time Mini	-SEC	28:30	30:34	31.40	34.20	36:11	38:35
Airspeed - Kts.		97.0	95.5	95.5	97.0	95.5	95.5
Altitude - Ft.		8230	8480	8725	8975	9225	9475
Fuel Time - Sec.	1						
raci rime sec.	2						
Fuel Used - Gal.	1	8.2				_	8.2
1 40. 0304 44.	2	69.4	73.7	76,1	81.5	85.7	90.5
Engine RPM	1	0					
3	2	2545					
Manifold Pres -	1						
in. Hg.	2	39.0	38.7	38.3	38.0	37.6	37.4
CAT - Deg. C	1						
	2	0.0	0.0	0.0	-1.0	-1.0	-2.0
MSDP - in, H ₂ 0	1						
2	2						
OAT - Deg. C		1,0	1.0	-1.0			
Fuel Wt Lb/Gal		5.81	LE/GAL	(a) ,	16.4°C	_	
Engine Start Gr. Wt.	-Lb	26.	170				
				-			
Remarks:							
					DATE:	14 MAR	1960

Flight No.		24				-
Rum-No. Time MIN	->([39.48	42:00	4331	44.50	49.15
Airspeed - Kts.		95.5	9575	95.0	95.5	97.0
Altitude - Ft.		9725	9975	10225	10470	10720
Fuel Time Cas	1					
Fuel Time - Sec.	2					
Fuel Used - Gal.	1	8.2				
ruer obed - clar.	2	93. z.	47.3	100.3	103.2	111,4
Engine RPM	1	0				
Engine 1(1 IV)	2	2545				
Manifold Duna	1					
Manifold Pres - in. Hg.	2	37.0	36.6	36.3	36.0	35.7
CAT - Deg. C	1					
Chi - Deg. C	2	-2.0	-3.0	-4.0	-4.0	-4.0
MSDP in HO	1					
$MSDP - in, H_20$	2					
OAT - Deg. C		-1.0	-1.0	-3.0	-3.0	-3.0
Fuel Wt Lb/Gal	١.	5.81	LB/GAC	@ 16	,400	
ngine StartGr. Wt.	-Lb	1				

[-
TEST		SINGL	E ENG.	NE DI	CIFT DO	WN	
Flight No.		22					
Run No. TIME MIN	Se c	08:06:10	07:98	10:41	12:16	14:00	15.65
Airspeed - Kts.		95.5	96.0	95.5	95.5	95.0	95.5
Altitude - Ft.		17895	17395	16995	16650	16,400	16150
Fuel Time - Sec.	1						
ruel Illie - Sec.	2						
Fuel Used - Gal.	1	68.9					377 C
ruer osed - dar.	2	72.8	75.3	18.7	81.0	83 9	86.4
Engine RPM	1	0			-		p-
Eng.mo IVI W	2	2550	2520	2540	2540	2550	2550
Manifald David	1						
Manifold Pres - in. Hg.	2	26.9	276	28.0	28.2	265	288
CAT - Deg. C	1						
CAI - Deg. C	2	-10.0	-10.0	-10.0	-10.0	-9.c	-90
MCDD in II o	1						
MSDP - in, H ₂ 0	2						
OAT - Deg. C		-13.4	- //.3				~
Fuel Wt Lb/Gal		5.82	LB/GAL	@ 12	. 8°C		
Engine Start Gr. Wt.	-Lb						
							·
3. <u>4. 4. 4. 4. 4. 4. 4. 4. 4. 4. 4. 4. 4. 4</u>							
Remarks: LEFT P	RO	PELLER	FEAT	IERED		l.	
				1	DATE: .	IMAR	1960
					יייייייייייייייייייייייייייייייייייייי		. ,

TEST		DINGLE	ENGI	7	RIFT	DOWN	1
Flight No.		22					
Run-No. TIME MIN	·SEC	17:00	18.82	21.56			
Airspeed - Kts.		95.5	95.5	95.5			
Altitude - Ft.		15910	15660	15410			
Fuel Time - Sec.	1						
ract time - dec.	2						
Fuel Used - Gal.	1	69.0					
Tuel obed " dal.	2	88.2	90.8	94.8			
Engine RPM	1	0					
2.1g.110 111 111	2	2550	2550	2540			
Manifold Pres -	1						
in. Hg.	2	29.0	29.2	29.5			
CAT - Deg. C	1						
CAT - Deg. C	2	-8.0		-			
MSDD in HO	1						
MSDP - in, H ₂ 0	2						
OAT - Deg. C		-10.3	-9.3	-7.2			
Fuel Wt Lb/Gal			18/GAL				
Engine Start Gr. Wt.							
							44
Remarks:		<u> </u>					
				ļ	n a mm.	II MAK	1960
					DATE:		

TEST		SPE	ED F	OWER	C		
Flight No.		4					
Run No.		/	2	3	4	7	8
Airspeed - Kts.		169.0	151.0	139.5	137.5	121.0	110.0
Altitude - Ft.	ltitude - Ft.		5000	5010	5000	4925	5025
Fuel Time - Sec.	1	33.8	53.0	85.4	95.4	130,7	152.2
(FOR SO COUNTS)	2	34.6	53.0	84.0	94.6	125.4	137.5
Fuel Used - Gal.	1						
	2						
Engine RPM	1	2560	2250	2010	1910	1830	1820
	2	2550	2250	2020	1910	1830	1830
Manifold Pres -	l	42.25	34.88	31.68	31.48	26.95	24.34
in. Hg.	2	42.5	35.0	31.7	31.5	27.3	24.4
CAT - Deg. C	1	7	5	4	4	2	/
5 56. 6	2	4	5	4	4	2	1
MSDP - in. H ₂ 0	1	59.5	30.7	18.0	16.1	9.2	6.7
2	2	56.8	29.9	18.0	15.9	9.45	7.1
OAT - Deg. C		.43	43	12	+3	+/	-/
Fuel Wt Lb/Gal		5.84	LB/GAL	@ 100	e e		
Engine Start Gr. Wt.	-Lb	27,0	00				
TOTALIZER - CTS	/	678	1100	1300	1495	1844	1960
	2	776	1190	1390	1587	1950	2080
RUN	1	.0300	. 0303	.0297	.0298	.0301	.0307
TOTALIZER - GAL/CT	Z	.0298	.0302	. 0300	-0302	, 030Z	,0304
FUEL MIXTURE	-	RICH	RICH	LEAN	•		
AW TOTAL - LBS.		1256	- A5 W	EIGHE	D		
Remarks: AVERAGE TOTAL	IZE	-R-GAL	(1)) .0304) .0307 [18JAN	1960

TEST		5	SPEED	PON	ER					
Flight No.		4		-						
Run No.		9	10	//	B					
Airspeed - Kts.		103.5	84.7	76.0						
Altitude - Ft.		5000	4900	5100						
Fuel Time - Sec.	1	157.0	186.9	158.0	1 1	ME FOR	1			
(FOR 50 COUNTS)	2	149.2	161.6	136.0	4	COUN	15			
Fuel Used - Gal.	1									
	2				1					
Engine RPM	1	1820	1820	1820						
J	2	1825	1825	1825						
Manifold Pres -	1	23.4	20.78	20.78						
in. Hg.	2	23.0	2/.0	20.9						
CAT - Deg. C	1	2	2	/						
	2	2	2	/						
MSDP - in. H ₂ 0	1	5.8	3.85	3.95						
2	2	5.9	4.4	4.4						
OAT - Deg. C		-/	-/	-/						
Fuel Wt Lb/Gal		5.84 4	GAL @ 10	°C						
Engine Start Gr. Wt.	-Lb	27,0	00							
TOTALIZER-CTS	1	2060	2150	2315	END OF	3677	R			
	Z	2180	2293	2475	FLT	3350	_			
RUN	/	. 0308	.0314	,0316						
TOTALIZER - GAL	2	.0308	.0310	ح/30.						
FUEL MIXTURE		LEAN								
Remarks: AVERAGE TOTAL	Remarks: GAL3(T (1).0304 AVERAGE TOTALIZER- (2).0301 DATE: 18 JAN 1960									

TEST		SP	PEED	POWE	-R		urages against male to appear on discoun
Flight No.		,5					
Run No.		/	2	3	4	5	6
Airspeed - Kts.		157.5	150.2	136.5	135.0	133.0	126.7
Altitude - Ft.		10000	10010	10050	10050	10050	10040
Fuel Time - Sec.	1	33.6	46.0	73.2	75.3	84.8	99.8
(FOR 45 (OUNTS)	2	36.4	47.3.	74.0	77.5	86.3	95.4
Fuel Used - Gal.	1						
1 40. 0004 44.	2						
Engine RPM	1	2550	2260	2100	2020	2020	1910
	2	2550	2240	2/20	2030	2020	1930
Manifold Pres -	l	38.8	35.2	30,2	30.4	29.Z	28.4
in. Hg.	2	37.6	34.0	30.0	30.2	28.9	28.3
CAT - Deg. C	l	- 2					-3
on reading	2	-2				-	- 3
MSDP - in. H ₂ 0	1	47.3	31.5	18.9	17.5	15.75	13.3
Wibbi - III. 120	2	43.7	29.1	18.6	16.95	15.15	12.95
OAT - Deg. C		-/	-/	- 2	- 2	0	- 3
Fuel Wt Lb/Gal	•	5.84	LOGAL CE	11.2	ec_		
Engine Start Gr. Wt.	-Lb	27,2	250				
TOTALIZER-CTS	/	861	12.00	1490	1663	1795	1919
	2	836	1157	1441	1613	1738	1863
RUN	/	.0304	.0302	.0302	.0300	.0298	.0301
TOTALIZER-GALS/	2	.0301	,0302	.0300	.0300	.0303	.03011
FUEL MIXTURE		RICH	RICH	LEAN			
DW TOTAL - LE	25	2/2/	-AS W	EIGHE	D		
Remarks: AVERAGE TOTAL	1.126	GA		.0304 .0301			
4 GALLONS O	14	USED	96		DATE:	19 11	7N1460

	51	PEED 1	POWER	?		
	5					
	7	R	9	10	12	13
	117.6	112.5	105.0	98.0	81.5	76.5
	10060	10050	10070	10040	9900	10125
1	116.5	118.5	130.6	149.7	142.0 40 (CC) XT	138.3
2	111.2	116.4	124.0	139.6		-1
1						
2						
1	1820	1820	1820	1820	1820	1830
2	1840	1840	1830	1830	1830	1820
1	26.8	25.2	23.2	21.5	19.5	21.2
2	27./	25.4	23.5	21.8	19.8	21.8
l	-4	-4	-4	-3	-4	-4
2	-4	-4	-4	-3	-4	4
1	10.3	8.9	7.0	5.5	4.05	5.0
2	10.1	8.7	7.0	5.7	4.2.	5.5
	- 3				-	-2
•	5.84	LB/GPL G	11.29	C		
-Lb	27,2	50				
/	2044	2152	z236	2370	2539	2647
2	1994	2108	2194	2336	2539	2636
/	.0301	.0302	.0305	.0310	10312	, 0310
2	. 03015	.0302	,0303	,0310	.0311	.0309
	LEAN					-
FL	T TOT	ALIZER	CTS (11 568	9	
						N1960
	2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1	5 7 1/7.6 1/0060 1/16.5 2/11/.2 1/0060 1/16.5 2/11/.2 1/0060 1/16.5 2/11/.2 1/0060 1/16.5 2/16.6 1/0060 1/16.5 2/1840 1/0060 1/0	5	5	5	5

TEST		51	PEED	POW	=R		refer falste der Herrich erreite für delektroner beschied
Flight No.		6					(D)
Run No.		1	.2	3	4	5	6
Airspeed - Kts.		141.5	134.0	127.0	117.0	109.5	1025
Altitude - Ft.		15050	15060	15055	15050	15040	15090
Fuel Time - Sec.	1	45.5	60,6	86.3	112.5	130.6	1.341.2
(45 COUNTS)	2	48.0	632	83.8	104.7	120.2	127.2
Fuel Used - Gal.	1						
Tuer obed - dar.	2						
Engine RPM	1	2560	2260	2260	2100	1920	18:30
	2	2560	2260	2250	2100	1930	18'50
Manifold Pres -	1	31.96	29.6	26.55	24.66	23./	21.99
in. Hg.	2	31.0	282	26.5	24.6	23.1	21.9
CAT - Deg. C	1	-5	-6	-6	-6	- 4.	-7
On a Beg.	2	5	-6	-6.	-6	- 6,	- 7
MSDP - in. H ₂ 0	1	32.0	21.4	16.6	11.6	8.4	6.6
141321 - 111. 1120	2	29.3	19.3	16.15	11.6	8.3	6.4
OAT - Deg. C		-5	-7				
Fuel Wt Lb/Gal		5.85	- LYCAL	@ 10.	3°C.		
Engine Start Gr. Wt.	-Lb	26,4					
TOTALIZER - CTS	/	1063	1276	1504	1667	1781	1880
	R	////	1310	1537	1707	1731	1937
RIN	/	.0302	.0302	.0298	,0301	.0305	.0306
TOTALIZER GALS	2	,0302	.0302	.0302	.03005	.0303	.0305
FUEL MIXTURE		RICH	RICH	LEAN			
DW TOTAL - L	<i>B</i> 5	1822	- AS N	IEI GHA	FD .		
Remarks: AVERAGE TOTAL 2.5 GALLONS			KT (2)	.0304 .0301	DATE: .	ZO JAN	11960

		· P	FED F	7/2 //2 //= -			
TEST		1 .		COVE	1	-1	· · · · · · · · · · · · · · · · · · ·
Flight No.		6			(Ba-		
Run No.		7	۶٬	9	10		
Airspeed - Kts.		89.5	84.0	79.5	74:0		
Altitude - Ft.	·	15030	15090	15050	15145		
Fuel Time - Sec.	1	143.1	153.0	160.5	142.1		
(45 (OUNTS)	2	135.8	146.3	1565	134.8		
Fuel Used - Gal.	1						
ruer obed - dar.	2						
Engine RPM	1	1800	1810	1810	1830		
Linging IVI W	2	1830	1825	1820	1820		
Manifold Dung	1	20.3	20.2	20.1	21.66		
Manifold Pres - in. Hg.	2	20.0	199	19.8	21.2		
CAT - Deg. C	1	-7	- 8'	-8	-8		
on a beg.	2	-7	-8	-8	- S		
MSDP - in. H ₂ 0	1	5.0	5.0	4.9	6.1		
1415151 - 111. 1120	2	5.2	4.9	4.9	5.7		
OAT - Deg. C		- 7	-8.5	- 8.5	-8.5		
Fuel Wt Lb/Gal		5.85	- LB/CAL	@ 10.3	°C		
Engine Start Gr. Wt.	-Lb	26,4	20				
TOTALIZER- CTS	1	1978	2094	2176	2270	END	4655
	2	2042	2169	2256	2360	FLT	4702
RUN	1	.0308	.0310	10312	.0308		
TOTALIZER GALY	2	. 0307	,0310	.0311	.0308		
FUEL MIXTUR	E	LEAN			-		
Remarks:				والمراجع موجود والمراجع المالا المالا المراجع والمالا والم		Bartinist (pt acquares	•
				ī	DATE:	20 JA	N 1960
					V41 & 40 }		

				17-					
TEST		5/	PED	POWE	: K	·	1		
Flight No.		7							
Run No.		/	2	3	4.	5	7		
Airspeed - Kts.		126.0	120.0	110.5	1105	101.0	94.0		
Altitude - Ft.		20065	20080	20050	20085	20080	20080		
Fuel Time Coa	1	57.3	79.2	107.5	116.5	126.3	135.1		
Fuel Time - Sec. (FOR 45 (CXWTS)	2	60.2	81.0	106.6	112.6	1206	129.6		
Evel Head Cal	1								
Fuel Used - Gal.	2								
Engine RPM	1	2560	2250	2210	2/10	2020	1910		
	2	2550	2250	2200	2110	2030	1900		
Manifold David	1	26.5%	24.04	23.45	22.68	21.8	20.92		
Manifold Pres - in. Hg.	2	25.5	23.0	22.5	22.75	21.0	20,2		
CAT - Deg. C	1	-18	-16	-18	·- 18	-16	- 18		
On Page	2	-18	-20	-20	-20	-20	-27.1		
MSDD in HO	1	21.9	14.55	13.1	11.0	8.8	7.4		
MSDP - in. H ₂ 0	2	20.4	/32	11.7	9.75	8.2	6.7		
OAT - Deg. C		-18	-18	-18	-18	-18	-19		
Fuel Wt Lb/Gal	•	5,86	LAL	(N) 10°	/2				
Engine Start Gr. Wt.	-Lb	255							
TOTALIZER - CIS	1	1856	2035	2195	2470	2587	2789		
	2	1796	1967	2126	2366	2570	2741		
RUN	/	.0300	.0297	.0302	.0301	.0304	. 0306		
TOTALIZER-GALS	2	.0302	.0301	.03005	· 0302	,03025	, 0306		
FUEL MIXTURE	-	RICH	RICH	LEAN			-		
DW TOTAL - LBS 2040 - AS WEIGHED									
Remarks: AUERAGE TOTAL 2 GALLONS OF			(1) (5) (7 (2)		DATE:	ZI SAN	11960		

TEST	TEST SPEED POWER									
Flight No.		7								
Run No.		8	12							
Airspeed - Kts.		78.0	74.5							
Altitude - Ft.	Altitude - Ft.		20070							
Fuel Time - Sec.	1	147.0	163.0							
(45 COUNTS)	2	138.2	148.5							
Fuel Used - Gal.	1									
	2									
Engine RPM	1	1800	1920							
	2	1840	1925							
Manifold Pres -	1	20.02	18.37							
in. Hg.	2	19.6	18.0							
CAT - Deg. C	1	-18	-20							
	2	-27./	-22./							
MSDP - in. H ₂ 0	1	5,5	5.0							
2	2	5.5	5.0							
OAT - Deg. C		-20	-20							
Fuel Wt Lb/Gal	•	5.86	18/GAL	2 10°C	7					
Engine Start Gr. Wt.	-Lb	255	60							
TOTALIZER-CTS	1	2917	3317	END	5266					
	2	2877	330Z	OF FLT	5356					
RUN	/	.0308	.03/2							
TOTALIZER-GALS,	2	. 0308	,03//							
FUEL MIXTURE		LEAN	LEAN							
Remarks:										
					DATE:	21/1	9N1960			

TEST			SPEED	PON	JER.		
Flight No.		8					-
Run No.		/	2.	3	4	5	6
Airspeed - Kts.		166.2	150.5	141.5	138.1	124.9	122
Altitude - Ft.		4990	4930	4950	4960	4930	4950
Fuel Time - Sec.	1	31.4	52.4	71.4	83,5	110.2	123
(FOR 45 (OUNTS)	2	32.2	53.1	78.4	86.5	109.8	122.9
Fuel Used - Gal.	1						
Tuel obed a dal.	2						
Engine RPM	1	2550	2250	2000	1910	1820	1820
	2	2550	2250	2000	1915	1835	1830
Manifold Pres -	1	42.05	34.0	31.8	31.6	28.62	27.28
in, Hg.	2	41.8	33.8	31,0	31.4	28,9	27.0
CAT - Deg. C	1	11	12	//	11	11	//
onr - beg. o	2	6	7.5	7.5	7.5	7.5	7.5
MSDP - in, H ₂ 0	1	55.2	27.3	18.3	15.4	10, Z	8.8
Mobi - iii. 1120	2	53,1	25.8	17.3	15.0	10,2	8.7
OAT - Deg. C		7.5	9.5	7.5	9.5	9.5	7.5
Fuel Wt Lb/Gal		5.82	LBGA	(a) /	4.20		
Engine Start Gr. Wt.	-Lb	2208	30				
TOTALIZER - CTS	1	707	983	1194	1352	1474	1611
	2	716	986	1190	1343	1462	1605
RUN	/	.0300	,0302	.0302	. 0298	.0301	.0303
TOTALIZER-GALS	2	,0298	.030/	. 0300	.0303	,030/	.0303
FUEL MIXTURE RICH			RICH	LEAN	•		-
AW TOTAL - LBS 890 - AS WEIGHED							
Remarks: AVERAGE TOTA	161	zer G		7), 030 2) .030		22 JA.	N 1960

TEST			SPEEL	Pov	VER				
Flight No.		8					-		
Run No.		7	8	9	10	11	12_		
Airspeed - Kts.		115.3	106.3	96.4	90.8	79.8	67.0		
Altitude - Ft.		4975	4975	4960	4970	5035	5085		
Fuel Time - Sec.	1	132.4	149.8	167.0	176.0	204.8	184.0		
(45 (OUNTS)	2	136.Z.	137.6	146.4	154.7	171.7	158.4		
Fuel Used - Gal.	1								
ruel Osed - Gal.	2								
Engine RPM	1	1810	1820	1810	1810	1810	1820		
Fullue Wein	2	1830	1830	1830	1830	1830	1830		
Manifald Dags	1	25.03	23.1	21.25	19.61	18.62	19.91		
Manifold Pres - in. Hg.	2	24.8	23./	2/.3	19.8	18.85	19.75		
CAT - Deg. C	1	//	11	//	10	10	9		
ONT - Deg. C	2	7. 5	7	7	6	6	6		
MSDP - in. H ₂ 0	1	6.8	5.35	4.0	3.4	2.8	3,4		
Wobi - III. 120	2	6.9	5.7	4.5	3,7	3,4	3.7		
OAT - Deg. C		7,5	7.5	7.5	7.5	6.5	5.0		
Fuel Wt Lb/Gal	•	5.82	23/GA	2 @	14.200	p _			
Engine Start Gr. Wt.	-Lb	220	80						
TOTALIZER - CTS	1	1714	1797	1880	1972	2055	2165		
	2	1715	1806	1895	1999	2093	222/		
RUN	1	.0305	, 0 309	.0312	.0314	,0320	.0316		
TOTALIZER-GALS/	Z	10307	,0308	.0311	.03115	,03/3	,03/2		
FUEL MIXTURE		LEAN							
Remarks: END OF FLT TOTALIZER (TR. (1) 2482 (2) 2545									
				ī	(2) 23 DATE: .	22 JA	N 1960		
				-					

TEST		5	PEED	PON	IER		
Flight No.		9					· >-
Run No.		/	2-	3	r.f	5	60
Airspeed - Kts.		158.2	150.1	136.6	130.9	125.4	12.0.0
Altitude - Ft.		9970	10000	9990	9990	9980	10000
Fuel Time - Sec.	1	35.4	48.0	80.0	90.0	104.4	112.5
(FOR 45 (OUNTS)	2	38.2	51.0	81.3	88.5	104.8	113.0
Fuel Used - Gal.	1						
Tues does dan.	2						
Engine RPM	1	2550	2250	2100	2000	1900	18.00
U	2	2560	2250	2100	2000	1925	1830
Manifold Pres -	1	38.6	34.8	29.2	28.5	28.4	27.55
in. Hg.	2	37.7	34.1	29.6.	28.8	28.3	27.4
CAT - Deg. C	l	C	2	.3	3	2	/
on reading.	2	0	2	0	0	0	0
MSDP - in. H ₂ 0	1	46.0	29.6	16.9	14.7	12.8	10.1
20	2	41.5	26.9	16.7	14.3	12.1	9.6.
OAT - Deg. C		32	32	1.0	1.0	1.0	0
Fuel Wt Lb/Gal	•	5.81	LEGAL	(a) 17.	5 °C		
Engine Start Gr. Wt.	-Lb	2233	-0				
TOTALIZER-CTS	/	722	1203	1502	1767	1917	2089
	2	800	1251	1536	1802	1951	2127
RUN	/	.0304	.0303	.0297	.0299	,0302	.0301
TOTALIZER-GALS/T	Z	.0303	.03015	.0301	.0303	.0300	0302
FUEL MIXTURE		RICH	RICH	LEAN			
DW TOTAL - LE	1441	IGHED					
Remarks: AVERAGE TOT 4 GALLONS			CAS),	(1) .03 2) .03		25" JA	N 1960

TEST		5PE	EED /	POWE	R		
Flight No.		9					-
Run No.		7	8	9	10	//	12
Airspeed - Kts.		116.5	111.0	106.0	94.6	84.2.	67.0
Altitude - Ft.		10000	10000	10000	9990	10000	10090
Fuel Time - Sec.	1	122.2	136.9	140,1	168.5	181.0	204.0
(FOR 45 COUNTS)	2	117.6	131.0	132.8	156.1	179.6	167.5
Fuel Used - Gal.	1						
ruer oseu - dar.	2						
Engine RPM	1	1800	1800	1800	1800	1800	1810
Engine IVI W	2	1830	1820	1820	1820	1820	1820
Manifald Days	1	25.3	23.5	21.7	19.8	19.0	18.55
Manifold Pres - in. Hg.	2	25.4	23.4	21.7	19.7	19.0	18.6
CAT - Deg. C	1	0	-2	0	0	-2-	0
CAI - Deg. C	2	0	-2	0	-/	-2	0
MSDD in HA	1	8.2	6.7	5.4	4.0	3.6	3.2
MSDP - in. H ₂ 0	2	8.1	6.6	5.4	4.1	3.8	3.6
OAT - Deg. C		0	-3./	0	-1.0	-1.0	-1.0
Fuel Wt Lb/Gal	•	5.81	LB/GAL	@ 17.	5°C_		
Engine Start Gr. Wt.	-Lb	2235	70				
TOTALIZER - CTS	/	2197	2992	2383	2489	2567	2749
	Z	2239	2339	2437	2552	2639	2856
RUN	/	. 0303	0307	,0308	. 03/3	.0316	.0320
TOTALIZER - GALSI	2	.0302	.0306	.0307	.0310	.03/5	,0312
FUEL MIXTURE		LEAN					-
Remarks:							

DATE: 25 JAN 1960

TEST		SPEEL	PON	ER	. •			
Flight No.		9						
Run No.		13	14					
Airspeed - Kts.		68.9	76.5					
Altitude - Ft.		10000	10030					
Fuel Time - Sec.	1	1852	211.5					
(FOR 45 COUNTS)	2	163.5	180.5					
Fuel Used - Gal.	1							
ruer obed dan	2							
Engine RPM	1	1810	1810					
	2	1825	1830					
Manifold Pres -	1	18.0	17.4					
in. Hg.	2	17.6	17.2					
CAT - Deg. C	1	0	0					
51.1 Deg. 0	2	0	0					
MSDP - in. H ₂ 0	1	3,0	2.8					
1415.51 - 111, 1120	2	3.2	3.0					
OAT - Deg. C		-1.0	-1.0					
Fuel Wt Lb/Gal	•	5.81	LO/GAL (277.5	0			
Engine Start Gr. Wt.	-Lb	Z23	50					
TOTALIZER- CTS	1	2874	2985	ENO	3520			
	2	3009	3132	OF FLT	3672			
RUN	1		.0325					
TOTALIZER - GALSI	2	,0312	.0316					
FUEL MIXTURE	LEAN	LEAN						
Remarks:								
					DATE;	25 JA	V1960	
			·					

TECT		101616	E FAIR	1016	PEED P	Do 10 15	<i></i>	
TEST		Τ	7700	T 3	FEED F	1	1	
Flight No.		//						
Run No.		/	Z	4	5	7	8	
Airspeed - Kts.		123.6	104.0	83.0	78.0	46.4	84.5	
Altitude - Ft.		4935	49.50	1985	4925	4990	4973	
Fuel Time - Sec.	1	0					-	
(FOR 45 COUNTS)	2	31.25	51.9	77.8	130,6	163.2	198.5	
Fuel Head Col	1							
Fuel Used - Gal.	2							
Engine RPM	1	0	C	0	0	1380	1220	
B	2	2560	2550	2010	2240	2550	2550	
Marifald Dec	1							
Manifold Pres - in. Hg.	2	42.7	35.09	3286	34.89	42.3	40.1	
CAT - Deg. C	1	10	9	6	6	9	9	
o 20g. 0	2	8	5	5-	4-	6	8	
MSDD in UA	1	0					-	
MSDP - in. H_20	2	55.0	26.7	17.1	16.0	52.0	45.5	
OAT - Deg. C		9.5	6.5	7.5	6.5	7.5	5.0	
Fuel Wt Lb/Gal		5.80	, LB/G 1.	1 (W)	6.700		· · · · · · · · · · · · · · · · · · ·	
Engine Start Gr. Wt.	-Lb							
TOTALIZER -CTS	1	388	388	388	388	566	598	
	2	574	888	1361	1587	2293	2720	
RUN	/						···	
TOTALIZER GALS/	Z	.0299	.0301	.0300	.030/	.0295	.0288	
			RICH			RICH	RICH	
AW TOTAL-LBS 1959- AS WEIGHED								
Remarks: (1).0304 AVERAGE TOTALIZER-GALS/ (2).0301 LEFT ENGINE FEATHEREO RUNS 1-5 DATE: 28 JAN1960								

TEST	5	INGLE	ENGI	NE S	PEED	POWER	€
Flight No.		//					
Run No.		9					
Airspeed - Kts.		81.6					
Altitude - Ft.		4470					
Fuel Time - Sec.	1	0					
Tuel Time - Bee.	2	435 55					
Fuel Used - Gal.	1						
	2						
Engine RPM	1	1000					
	2	2550					
Manifold Pres -	1						
in. Hg.	2	39.1					
CAT - Deg. C	1	9					
J. 1 20g. 0	2	7					
MSDP - in. H ₂ 0	1	0					
120	2	43.0					
OAT - Deg. C		5.0					
Fuel Wt Lb/Gal		5.80	EAL W	16.7°C			
Engine Start Gr. Wt.	-Lb		I				
TOTALIZER-CTS	1	604	END	3831			
	2	2991	OF FLT	6653			
RUN	/						
TOTALIZER GALS	2	.0303					
FUEL MIXTURE		RICH					
Remarks:							
					DATE:	28 JA	211960
L							

YAC-1DII USA 110. 57-3079 TEST LANDING (SHORT FIELD)

Flight N	10. <u>21-2</u>	-	Avg. RIM	MAP IDL	E
Date /C	NARCH 60	<u>.</u>	Mixture R	ich	
OAT	8.0	Deg. C	Flap Posi	tion <u>40</u>	Dog.
Press. A	ut. <u>2180</u>	.Ft.	Cross Wt.	25,860	Lbs.
Wind Spe	ed <u>CALM</u>	Kts.	T.	0. 50 Ft.	
-	ection 10		IAS	55 Kts. 70.	5 Kts.
•	eading 040		Ver 5	9.5 Kts. 70	Kts.
	DISTANCE - Ft		TIME - Sec	DISTANCE - Ft	HEIGHT - Ft
0	378	14-6	22	2686) ————————————————————————————————————
/	500	127	25	2903	
2	622	109	28	30.42	
3	744-	91	.37	3253	
4	864	7.5	34-	3393	
5	983	60	37	3514	
6	1102	45	40	3607	
7	1219	30	43	3657	
8	1336	18	44	3665	,
9	1451	10	45	3664	
10	1563	5			
//	1673	3			
12	1779	2			
13	1882	0		·	
13.5	1937	T. D.			
14	1983				
15	2080	N.W.D.			
15.5	2127				
16	2174				
17	2265				
18	2354				
19	2441				

YAC-1DH USA No. 57-3079 TEST LIMINAG (SHORT FIELD)

Flight N	0. 1-6		Avg. RIM MAP TIME						
Date /C	MIARINI GC		Mixture Rich						
OAT	6.0	Deg. C	Flap	Posit	ion <u>40</u>	Dog.			
Press. A	lt. <u>2170</u>	.Ft.	Gross Wt. 2.5.5/0 Lbs.						
	ed /.3				0. 50 Ft				
	ection 15		IAS	5	5 Kts. 68	Kts.			
	poding 040				8 Kts. 66				
	DISTANCE - Ft				DISTANCE - Ft	1			
0	433	126	.57		2629				
/	546	107	34.		2644	and the state of t			
22	C.S.E.	99				A CERTAIN PLANTALISM FOR ST. AL SEMINAR ST. ST.			
3	769	70				a Litteria. Less magne directationel Local Lette (MILLEL LANS AN			
4.	887	312				The state of the s			
5	993	35							
6	1104-	20							
. /	1215	7							
8	1324-	.3							
G.	14.30	2				numerosani rendomentos 144 e-			
10	1533	/	T-10-10-10-10-10-10-10-10-10-10-10-10-10-						
//	1632	T. D.			ar underen. Winder (france processor allere A deposition at Angelon and A				
12	1728								
12.5	1773	N.W.D				apen di Prime de la Company de la company de la company de la company de la company de la company de la company			
1.3	1821								
14.	1909								
1.5	1991								
16	2070								
19	227.5								
22.	2424								
25	2522		· · · · · · · · · · · · · · · · · · ·						
28	2580	110							

TEST 1 MAINTH (SHORT FIELD)

ì					
Flight N	0,		Ave. RPM	MAP 7701	<u>C</u> -
Date 4	1/200 11 (0		Mixture R	ich	
OAT	8.0	Dog. C	Flap Posi	tion <u>40</u>	Dog.
Press. A	lt. 2170	.Ft.	Gross Wt.	25,400	Lbs.
Wind Spe	ed <u>1.0</u>	Kts.	T.	0. 50 Ft	•
	ection 25		IAS <u>5.</u>	5.5 Kts. 64	Kts.
	sading 040		Vmr 6	/Kts66.5	5 Kts.
	DISTANCE - Ft			DISTANCE - Ft	
\mathcal{C}	-239	1.56	20.5	1914	
/	-128	73/			
) ~-	-17	114			
3	97	101			
a.j-	209	£15			
.5	323	69			
6	4-35	54-			
7	54.6	4-0			
Ę	658	28			
9	76 E	17			
10.	877	9			
//	985	Ĵ			
12	1689	T.D			
13'	1191				
14	1288				
14.75	1360	N.W.D.			
1.5	1.382				
16	14-71				,
17	1.551				all tacks in the growth for terminal and terminal and the contract of the cont
20	1745				.annan - viaaanalaanaana
23	1865				
26.	1912	11	1		

YAC-1011 USA No. 57-307') TEST LINIDING (SHORT FIELD)

Flight No. 21-10

Avg. RPM MAP TOLE

			_					
Date 10	MARCH 60	•	Mixtu	re X	1ch	-4 cm span	·· •	
OAT	8.0	Deg. C	Flap	Posi	tion 9	0	Dog.	
Press. A	1t. 2170	Ft.	Gross	Wt.	25,20	00	Lbs.	
Wind Spe	ed CALM	_Kts.		T.	0.	5() Ft	•	
Wind Dire	ection	.Dog.	IAS <u>55 Kts. 62.5 Kts.</u>					
Runway He	eading 040	.Deg.	Vgr <u>59.5</u> Kto. <u>64</u> Kts.					
	DISTANCE - Ft		TIME -	Sec	DISTANCE	- Ft	HEIOHT - F	
C	888	154						
/	996	/33						
22	110.5	114						
3	1215	97						
4	1324	80						
5	1433	65						
6	1541	50						
7	16.4.9	36						
8	1756	2.3					·	
9	1863	12						
10	1968	4						
//	2071	T. D.					•	
12	2170							
13	2266							
14	2357							
14.5	2401	N. W.D.						
15	2445							
16	2526							
77	2601						and an internal control of the Contr	
20 23	2778						Antonio e de la la la la la la la la la la la la la	
26	2879							
26	2903	11	2					

Flight N	0. 21-12		Avg.	RPM	MP	ID	E	
Date 10 MANICH 60			Mixtu	re Ric	ch			
OAT	8.0	Deg. C	Flap	Posit	lon <u>40</u>) •••••••	Deg.	
ļ	lt. 2160		_		25,0			
	ed <u>CALM</u>							
	ection		IAS	53	3.5 Kts.	64.	5 Kts.	
	eading <u>040</u>		Ver	59	Kts	62.5	Kts.	
	DISTANCE - Ft							- Ft
C		167						
2	- 4-43	/3/			·			
3	- 337	112						
4	-231	9.3						
.5	-124	75						
6	-19	59						
7	87	44						
8	192	30						
9	297	18					 	
10	401	9						
//	503	2						
11.5	5.54	T. D.						
/2	60.3		· · · · · · · · · · · · · · · · · · ·					
/3	700							
14	794				47 C 4		·····	
15	884	1///0		-	·····		···	
/6 /7	971	N.W.D.						
18	1051				····			
21	1298							
24	1387							
25	1396							
***************************************	· · · · · · · · · · · · · · · · · · ·		13	·····	····		·	

YAC-IDII UGA No. 57-3079 TEST LANDING (SHORT FIELD)

Flight No. 25-6			Avg. RPM MAP TOLE				
Date 25 MARCH 60			Mixture Rich				
OAT	8.0	Dog. C	Flap Posi	tion 40	Dog.		
Press. A	ıt. <u>6890</u>	Ft.		21,010			
	ed <u>2.65</u>			0. 50 Ft.			
				8 Kts. 66			
	ection 0/0	, 7,70					
	ading 270			.5 Kto. 77			
TIME - Sec	DISTANCE - Ft	HEICHT - Ft	TIME - Sec	DISTANCE - Ft	HEIOHT - Ft		
11.51	2470		6.944	1710	7		
1308	2452		7.349	1661	6		
1.530	24:20		7.766	1610	6		
1.715	2395		8.182	1560	6		
1.895	2.375		8.590	1513	-5		
2079	2345		8.803	14-87	5		
2.453	2300		9.017	1460	5		
2.828	2250		9.236	14.39	5		
3.012	2227		9.444	14-13	.5 .		
3.186	2208		9.667	1390	4		
3.369	2177	53	9.881	1365	4		
3 550	2155	48	10.106	/338	4		
3 738	2126	46	10.319	1313	3		
3.412	2105	43	10.550	1287	2		
4.101	2080	31	10.780	1262	2		
4.280	2056	34	10.998	1237	/		
4.646	2007	28	11.223	1212	/		
5,029	19.57	22	11.499	1182	/ .		
5.404	1907	18	11.765	1154	0		
5.777	1860	15	11.984	1132			
6.168	1810	12	12.188	1107			
6.555	1758	10	12.287	1096			

YAC-1DH USA No. 57-3079 TEST LANDING (SHORT FIELD)

Flight N	0. 25 (CONT.	.)	Avg. RPM	MP IDEE	<u>.</u>
Date 25	MARCH 60	•	Mixture R	ich	· •
OAT	8.0	Deg. C	Flap Posi	tion 40	Dog.
Press. A	lt. <u>6890</u>	.Ft.	Gross Wt.	21,010	Lbs.
	ed 2.65			0. 50 Ft.	
	ection 010		ias	8 Kts. 66	Kts.
	eading 270	7472	_	5.5 Kts. 77	
	DISTANCE - Ft		1		
12.634	1060		27.058	100	
12963	1023			76	
13.179	995		24.188	.57	
13.613	948		31.342	0	
14.070	904				
14.559	856				
15.075	808				
15.586	761				
16.129	713				
16.719	662				
17.367	610				
17.984	563				•
18.64-2	5/2				
19.342	465				
20.082	415				
20.874	365				
21.648	319				
22.6/7	270				
23.709	221				
24.814	173				
25, 538	147				
26.240	123				

C		TEST	1111NG 13H	OKI FIELD)			
Flight No. 26-6 Avg. RPM MAP IDEC							
Date 26 Man	CCH 60		Mixture Rich				
OAT	6.0	Deg. C	Flap Posi	tion <u>40</u>	Deg.		
Press. Alt	6940	Ft.	Gross Wt.	21,430	Lbs.		
Wind Speed	1.7	.Kts.	T.	o. 50 Ft.			
Wind Direction			IAS	4 Kts. 6/	_ Kts.		
Runway Headin			Vgr 67.	5 Kts. 82	Kts.		
TIME - Sec DIST							
	437	60	6.743	1662	5 ·		
.778 24	115	53	6.946	1637	4-		
.960 2.	390	49	7/12	1610			
1132 2	3 <i>67</i>	46	7-380	1587	Ć.		
1.323 23	342	41	7612	1560	5		
1.497 2.	320	39	7.825	1538°	÷/-		
1.681 22	295	37	804.1	157.3	3		
1.846 2.	270	32	8.232	1490	, ; ;		
2.053 22	144	30	8.4-74-	1464	7.0 .		
2234 22	220	26	8.705	1438			
2.584 21	76	23	9160	1390			
2.963 21	27	17	9.603	1340			
3.358 20	77	12	10.100	1290			
3.144- 20	27	9	10.610	1237			
4.121 19	80	6.	11.129	1183			
4.505 19	30	4.	11.607	1135			
4.892 18	84	5	11.868	1107			
5.302 18	30	4-	12.089	1090			
5.686 1	185	4	12.259	1047			
6.068 1	140	5	12.409	1028			
6.304 17	1/2	4	12.672	1005			
6.519 16	87		12.94-3	980			
		11	6				

YAC-1DH USA No. 57-3079 TEST LINDING (SHORT FIELD)

Flight No. 26 (CONT)		Avg.	RPM_	MAP FINE	<u> </u>
Date 26 MAIRCH 60		Mixtu	re K	ich	
OAT 6.0	Deg. C	Flap	Posi	tion 40	Deg.
Press. Alt. <u>6940</u>	.Ft.	Gross	Wt.	21,430	Lbs.
Wind Speed				o. 50 Ft	
Wind Direction 25		IAS	5	4_ Kts. 6/	Kts.
Runway Heading		Vgr	67	5 Kts. 82	Kts.
TIME - Sec DISTANCE - Ft		TIME -	Sec	DISTANCE - Ft	HEIGHT - Ft
13.349 935		29.20	28	83	
13.955 897		30.74	46	57	
14.515 840		34.40	5	0	
15.036 795					
15.685 745					
16.306 696					
16.935 650					
17.674 595					
18,382 546				· · · · · · · · · · · · · · · · · · ·	,
19.156 49.5					
19.955 447					
20.824 397					
21.785 346					
22.676 300		44.4			
23.285 273					
23.824 250					
24.418 225					
25.001 202					
25.609 183					
26.373 155					
27.193 /30		·····			
28.106 106					

YAC-10H USA No. 57-3079 TEST //////// (SHORT FIELD)

Flight N	0. = 1-1		Avg. RPM	MP IDL	<i>E</i>		
Date 2	11410011 60		Mixture Rich				
OAT	0	Deg. C	Flap Position <u>40</u> Deg.				
	lt. 69/5	_		26,260			
	ed <u>2.7</u>			0. 50 Ft.			
				55 Kts. 7/			
	ection						
	eading 270		1	2 Kts. 82			
TIME - Sec	DISTANCE - Ft	HEIGHT - Ft	TIME - Sec	DISTANCE - Ft	HEIGHT - F		
7227	2085	50	12 271	1445			
7.4.53	2050	48	12.442	14-17			
7661	2.030	47	12700	1395			
7.838	2005	45	12.936	1368			
8.055	1980	42	13.135	1343			
E.236	1953	39	13.361	1317			
8.450	1921	37	13.569	1293			
8.644	1900	33	13.801	12.68			
8.847	1875	30	14.016	1240			
9.025	1853	27	14.433	1175			
9.240	1825	25	14.862	1130			
9.413	1805	23	15.312	1095			
4.819	1750	18	15.807	1043			
10.207	1705	16	16.237	997			
10.621	1650	10	16.697	950	·		
10.831	1625	8	17.207	900			
11.04.3	1600	7	17.721	852			
11.259	1570	6	18.279	797			
11.450	1550	2	18.793	750			
11.662	1520	2	19.070	727			
11.852	1493	T. O.	19.353	705			
12.071	1469		19. 5 31	687			

TEST LANGUAGE (SHORT FIELD)

Flight N	0. 27 (CONE	<u>)</u>	Avg.	RPM	MAP	IDL	<u>E</u>	
Date 22	March 60	-	Mixtu	ıre Kic	:h		L. 17	
TAO	0	Deg. C	Flap	Positi	.on	10	Deg.	
Press, A	lt. 6915	.Ft.	Gross	3 Wt	26,6	260	Lbs.	
Wind Spec	ed <u>2.7</u>	Kts.		т.О.		50 Ft.	,	
Wind Dire	ection	Deg. FROM	IAS	65	Kts.	7/	Kts.	
Runway He	eading 270	Deg.	Ver	72	Kts.	82	Kts.	
	DISTANCE - Ft		TIME -	Sec D	ISTANCE	- Ft	HEIGHT	- F
19.738	667							
20.311	617							
20.914	572							
21.626	527							
22.398	475							
23.218	427							
24.14.5	380							
25.11.3	327							
26.354	280							
27.593	2.35				· · · · · · · · · · · · · · · · · · ·			
29.581	185							
34.214	132							
38.482	120							
					····			
				-				
								·
					· · · · · · · · · · · · · · · · · · ·			

YAC-IDII USA No. 57-3079 TEST <u>LANDING (SHORT FIELD)</u>

Flight N	0. 27-3	•	Avg. RPM	MAP INCE			
Date 2	9 MARCH 1960	?	Mixture Rich				
OAT	-1.5	_Deg. C	Flap Posi	tion <u>40</u>	Deg.		
Press. A	lt. <u>6920</u>	.Ft.		26,140			
Wind Spe	ed <u>2.2</u>	Xts.		o. 50 Ft.			
	ection 160		IAS 68	3.5 Kts. 78	Kts.		
	eading 270	////-	Ver 7	/ Kts. 82	Kts.		
				DISTANCE - Ft			
5. 9.55			11.680	1378	/		
6.161	2063		11.902.	13.50	0		
6.347	2042		12.091	1328			
6.527	2018		12.310	1301	- A		
6.934	1970	54	12.508	1278			
7. 324	1920	49	12.905	1230			
7.717	1868	43	13.348	1180			
7.924	<i>18</i> 39	39	14.238	1082			
8.100	1818	37	15.139	980	1		
8.297	1797	39	16.131	880			
8.46/	1775	3/	17.179	772			
8.657	1750	29	18-211	682			
8-847	1725	27	19.289	589			
9.060	1700	25	20.493	192.			
9.246	1677	23	21.171	446			
9.460	1650	20	23.521	299			
9.663	1623	/9	26.676	149			
10.070	1575	16	28.119	20/			
10.956	152.7	1/	30.696	49			
10.848	1477	7	3.3.702	37			
11.257	1427	4					
11-481	1402	2			`		

YAC-1DH USA No. 57-3079 THAT LANDING (SHORT FIELD)

TEST LANDING (SHORT FIELD)							
Flight N	Flight No. <u>28-8</u> Avg. RPM MAP IDLE						
Date 4	APRIL 1960)	Mixture R	i.ch			
OAT	19	Deg. C	Flap Posi	tion <u>40</u>	Deg.		
Press. A	lt. 2025	.Ft.	Gross Wt.	22,900	Lbs.		
Wind Spe	ed/. 8	_Kts.	T.	0. 50 Ft.	•		
i	ection 3/0		UOSIAS	Kts	Kts.		
	eading 040						
	DISTANCE - Ft						
15	3832	62	38	5508			
16	3940	4.3	41	5594			
17	4047	25	41.5	5546			
/8	4155	11					
19	4262	3					
20	4367	T. D.					
21	4466						
22	4563						
22.5	4610	LJ. W.D.			,		
23	4657			***************************************			
24	4747			77.57			
25	4833						
26	4917						
27	4997						
28	5071						
29	5/39						
30	5202 5250						
3/ 32	5258 5310						
33	53.5 5						
34	5396						
35	543/						
		1.2	·				

YAC-1DH USA No. 57-3070 TEST <u>LALIDING (SHORT FIELD)</u>

Flight N	0. 28-10		Avg.	RPM .	MAP Z	DL	<u> </u>
Date _4	APRIL 1960		Mixt	ure A	ich		
OAT	20	Dog. C	Flap	Posi	tion <u>40</u>)	Deg.
Press. A	1t. 2025	.Ft.	Gross	s Wt.	22,94	10	_ Lbs.
1	ed <u>1.9</u>				0. 50		
	ection 350		IAS	_	Kts		_ Kts.
	eading 040	,,,	Ver	5	7.5 Kts. 6	.z.c	Kts.
	DISTANCE - Ft						
16	2429	50					
17	2534	35					
18	2639	22					
19	2.742	12					
20	2844	4					
21	2945	1					
21.25	2969	T.D.					Carlon B. Spranger and Supply Supply Supply Supply Supply Supply Supply Supply Supply Supply Supply Supply Supp
22	3041						
23	3/34	N.W.D.					
26	3.388				The Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Se		nugrit Pilling and date on agenty little over the se
29	3600						
32	3765						
35	3886						
38	3945						
39	39 <i>4</i> 8						
							which a state of the same of t
And distribution of the second							
							
Matematica and Commission and Security					****	-	
						\dashv	

TEST LANDING

Flight No. 28-12 Avg. RPM MAP IC Date 4APRIC 1960 Mixture Rich	
	graphics dim now
OAT Deg. C Flap Position	Dog.
Press. Alt. 2015 Fi. Gross Wt. 22,780	Lbs.
Wind Speed /. 3 Kts. T.O. 50	Ft.
Wind Direction 320 Deg. FROM IAS Kts=	57 Kts.
Runway Heading 040 Deg. Vgr 57 Kts. 6	
TIME - Sec DISTANCE - Ft HEICHT - Ft TIME - Sec DISTANCE - H	i
7 3687 57	
8 3788 41	
9 3890 27	
10 399/ 14	
11 4092 5	
12 4190 T.D.	
13 4284	
13.5 4330 N.W.O.	
14 4375	
17 4619	
20 1811	
23 4943	
26 5014	
27 5020	
27.25 5021	
123	

Flight No	. 9 RUNI		Avg.	RPM.	MPFLT	LOLE
Date 16 SEPT. 1960			Mixtu	re K	ich	
OAT	10	Dog. C	Flap	Posi	tion 40	Dog.
Press. Al	lt. 240	Ft.	Gross	Wt.	26240	Lba.
Wind Spec	ed <u>8.8</u>	.Kts.		Т.	0. 50 Ft	•
Wind Dire	ection 50	Deg.	IAS		50 Kts. 58	Kts,
Runway He	ading 330	Deg.	Ver	56	.8 Kts. 64.1	& Kts.
TDE - Sec	DISTANCE - Ft	IEICHT - Ft	TIME -	Sec	DISTANCE - Ft	HEIGHT - Ft
.77	0	63.7				
1.80	104	40.0				
2.80	210	25.1				
3.80	315	11.4				
4.84	416					
5.84	505					
6.84	589					
7.86	669					
8.88	736					,
9.87	797					
10.90	867					
11.90	887					
12.91	919					
13.93	937					
14.94	947			 		
15.94	947			14		
		1.3				

### Flight No. 9 RUN 3 Date 16 SEPT. 1960 Mixture Rich OAT 10 Deg. C Flap Position 40 Deg. Press. Alt. 230 Ft. Gross Wt. 26/30 Lbs. Wind Speed 7.9 Kts. T.O. 50 Ft.	
OAT 10 Deg. C Flap Position 40 Deg. Press. Alt. 230 Ft. Gross Wt. 26/30 Lbs.	
Wind Speed 7.9 Kts. T.O. 50 Ft.	
Wind Direction 65 Deg. IAS 50 Kts. 59 Kts.	
Runway Heading 330 Deg. Vgr 55.3 Kts. 62.8 Kts.	
TDE - Sec DISTANCE - Ft HEIGHT - Ft TIME - Sec DISTANCE - Ft HEIGHT	- Ft
.11 -8 58.5	
1.13 100 44.2	
2.11 206 35.2	
3.12 310 22.6	
4.14 414	
5.13 510	
5.47 539	
6.49 627	
7.48 712	
8.47 785	
9.49 850	
10.50 917	
11.49 958	
12.50 987	
13.50 1012	
14.49 1030	
125	

TEST LANDING (SHORT FIELD)

Flight No. 9 Run 4	-	AVg. RFM MPFLT. LOLE
Dato 16 SEPT. 1960		Mixture Hich
OAT TAO	_Dog. C	Flap Position 40 Deg.
Press. Alt. 235	_Ft.	Gross Wt. 26075 Lbs.
Wind Speed <u>5.6</u>	_Kts.	T.O. 50 Ft.
Wind Direction 70	Deg.	IAS 46 Kts. 58 Kts.
Runway Hoading 330	Deg.	Ver <u>51.2 Kts. 63.5 Kts.</u>
TIME - Sec DISTANCE - Ft	MEIGHT - Ft	TIME - Sec DISTANCE - Ft HEIGHT - Ft
,94 0	63.8	
1.95 112	46.3	
2.95 120	31.9	
<i>3.95 328</i>	19.8	
4.94 337	12.5	
5.96 539	7.8	
6.95 643	4.5	
7.95 737		
8.64 795		
9.63 881		
10.62 957		
11.63 1027		
12.63 1079		
13.62 1126		
14.64 1165		
15.63 1193		
16.62 1212	=	
17.63 1215		
		26

126

Flight No	. 9 RUN 5		Avg.	RPM _	M4	PFLT.	DLE
Dato 16	SEPT. 1960	P	Mixtu	re K	lch		I •
OAT	10.5	Deg. C	Flap	Posi	tion	40	Dog.
Press. A	lt. 235	Ft.				790	
Wind Spec	ed 10	.Kts.				50 Ft.	
,	ection 60		IAS		O Kt	60	Kts.
	pading 330		Vgr	54	4. / Kt:	6/.3	Kts.
	DISTANCE - Ft		TIME -	Sec	DISTANC	E - Ft	HEIGHT - Ft
.76	0	54.3					
	107	39.1					
2.76	213	28.4					
3.75	318	20.1					
4.74	420	10.5					
5.75	521	4.0				·····	
6.74	619						
7.06	649						
8.06	739						
9.06	820				- 		
10.05	890				·····		
11.05	952					~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	
12.05	1013						
13.04	1065						
14.03	1105						
15.04	1140						
16.01	1161						
17.01	1171						

Flight N	0. 9 RUN 6		Avg.	RPM	MP/	-LT. /	DLE	
Date 16	SEPT. 1960		Mixtu	ro Kich	1		· •	
OAT	10.5	Deg. C	Flap	Positio	n 4	0	Deg.	
Press. A	lt. 225	Ft.		Wt.				
	ed 12.6							
	ection 82		IAS	49	Kts	58	Kts.	
	ading 330		Vrzr	56.8	Kts.	64.0	Z Kts.	
	DISTANCE - Ft							- Ft
.82		61.9						
1.82		<i>43</i> .3						
2.80	210	27.3						
3.80	3/3	15.5						
4.80	417	5.0						
5.46	480							
6.45	574							
7.45	660							
8.45	740							
9.43	793							
10.43	870							
11.42	923							
12.40	968							
13.40	1010							
14.40	1041	,						
15.37	1060							
16.39	1063							
17.71	1063						······	
			~		······			

TEST LANDING (SHORT FIELD)

Flight N	O. LORUNI		Avg.	RPM	MPFLT.	DLE
Date	7 SEPT. 1960	þ			ch	
OAT	14	Dog. C	Flap	Posit	ion <u>40</u>	Dog.
Press. A	lt. 390	Ft.	Gross	Wt.	26190	Lbs.
Wind Spec	ed <u>3.5</u>	Kts.		Т.С). · 50 Ft	
	ection 65		IAS	_5	5 Kts. 59	Kts.
Runway He	pading 330	Deg.	Vgr	60	.O Kts. 69.2	Kts.
	DISTANCE - Ft		TIME -	Sec 1	DISTANCE - Ft	HEIGHT - Ft
.32	0	61.6				
1.33	132	44.3				
2.35	260	28.5			. 	
3.37	<i>34</i> 7	14.0				
4.37	452	4.2				
5.06	527	, i				
6.09	605					
7.08	725					
8.11	820					,
9.12	905					
10.12	982					
11.14	1045					
12.16	1105					
13.16	1145					
14.17	1185					
15.19	1213					
16.18	1233					
17.21	1235					
17.56	1235	·				
				-		

129

Flight	No. 10 RUN 2	-	Avg. I	IPM _	MPFLT.	DLE
Date!	17 SEPT. 1960		Mixtur	re H	ich	
OAT _	14	_Deg. C	Flap h	Posi	tion <u>40</u>	Dog.
Press.	Alt. 390	_Ft.	Gross	Wt.	26110	Lbs.
Wind S	peed 4.1	_Kts.		Т.	0, 50 Ft.	•
Wind D	irection 70/75	Deg.	IAS		5/ Kts. 6/	Kts.
Runway	Hoading 330	Deg.	Vgr	<u>53</u>	7.5 Kts, 60.3	Kts.
TDE - Se	ec DISTANCE - Ft	HEIGHT - Ft	TIME -	Sec	DISTANCE - Ft	HEIOHT - F
.18	3 0	75.0				
1.2	1 100	51.0				
2.2	2 201	29.9				
3,2	2 310	13.85				
4.2	4 405	2.4				
4.5	9 440					
5.6	0 525					
6.6	0 615					
7.6	3 695					
8.6	3 762					
9.6	4 822					
10.6	5 880					
11.6	6 940					
12.6	6 965					
13.6	8 991					
14.6	9 1005			·		
15.6	8 1010					
16.0	3 1012					

Flight N	O. IORUN3		AVg. RPM MAPFLT. IDLE
Date 17	SEPT 1960)	Mixture Rich
OAT	14	Dog. C	Flap Position 40 Dog.
Press. A	lt. 390	.Ft.	Gross Wt. 26035 Lbs.
Wind Spec	ed <u>3.9</u>	Kts.	T.O. 50 Ft.
Wind Dire	ection 70	Deg.	IAS <u>50</u> Kts. 60 Kts.
Runway Ho	pading 330	Deg.	Vcr <u>57.8</u> Kts. <u>58.0</u> Kts.
TDE - Sec	DISTANCE - Ft	HEIGHT - Ft	TIME - Sec DISTANCE - Ft HEIGHT - F
.93	0	67.7	
1.95	90	46.5	
2.95	188	30.2	
3.96	286	17.0	
4.98	388	7.5	
5.98	490		
6.99	578		
800	660		
9.00	732		
10.01	795		
11.04	852		
12.03	898		·
13.04	936		
14.06	959		
15.06	974		
16.06	975		
16.41	976		
16.76	976		
		·	
		13	1

TEST LANDING (SHORT FIELD)

Flight N	0. 10 RUN 4		Avg.	RPM.	MPFLT	DLE
Date 17	SEPT. 1960	•	Mixtu	ıro K	ich	···
OAT	14	Deg. C	Flap	Posi	tion 40	Dog.
Press. A	lt. 395	Ft.	Gross	Wt.	25980	Lbs.
Wind Spec	ed 3.2	Kts.		T.	0. 50 Ft	•
Wind Dire	ection 77.5	Deg.	IAS		57 Kts. 60	Kts.
Runway He	ading 150	Deg.	Ver	<u>59</u>	8 Kts, 60.8	3 Kts.
TDE - Sec	DISTANCE - Ft	IEICHT - Ft	TIME -	Sec	DISTANCE - Ft	HEIGHT - F
.20	20	62				
1.22	123	42.9		····		
2.21	227	19.4				
3.22	327	6.2				
3.90	397					
4.90	4-87					
5.90	578					
6.91	660					
7.91	732					,
8.92	792					
9.93	845					
10.93	888					
11.94	916					
12.95	947					
13.95	962					
14.96	973					
15.98	973					
						
						
					A	

132

TEST LANDING (SHORT FIELD)

			-			
Flight No	o. LORUNS		Avg. R	:PM	MP FLT	IDLE
Date 17	SEPT 1960		Mixtur	e Kich		·•
OAT	14	Dog. C	Flap P	ositio	40	Deg.
Press. A	lt. 395	Ft.	Gross	Wt2	25905	Lbs.
Wind Spec	ed 3.9	Kts.		T.O.	50 F	t.
-	ection 87.5		IAS	52	Kts. 6/	Kts.
	pading 150				0 Kts, <i>55</i>	
	DISTANCE - Ft					HEIGHT - Ft
.26		74.8				
1.28		53,2				
2.29		32.8				
3.29		17.2				
4.30		4.9				
4.98	450					
5.98	<i>53</i> 8					
6.98	623					
8.00	696					
9.00	759					
10.02	812					
11.03	856					
12.03	891					
13.04	919					
14.05	928	· ·				
15.05	932					

			~			
		13	3			

133

Flight No	. 10 Run 6		Avg.	RPM_	MPF	LT. I	DLE	
Date 17	SEPT. 1960)	Mixtu	ro K	lch			
OAT	14	Deg. C	Flap	Posi	tion 4	0	Dog.	
Press. A	lt. 400	Ft.	Gross	Wt.	2583	5	Lbs.	
Wind Spec	ed 4.0	Kts.		Т.	0.	50 Ft.	•	
	ection 87.5		IAS	_3	o Kts.	60	Kts.	
	ading 330		Ver	58	3.7 Kts.	66.	Z Kts.	
	DISTANCE - Ft		1					- Ft
.38	0	65.9						
1.40	117	53.9						
2.39	227	41.6						
3.41	<i>3</i> 38	26.85						
4.43	447	13.9						
5.43	556	4.33						
6.10	622							
7./3	723							
8.12	811							
9.13	898							
10.15	972					W-9-12-A-1-		
11.15	1038							
12.16	1098							
13.18	1149							
14.17	1186						·	·
15.19	1213							
16.20	1228							
17.21	1232							
17.54	1232							
O-manufacture of the control of the								

TEST LANDING (SHORT FIELD)

Flight No. 11 RUNI		Avg.	RPM.		MPF	LT.	DLE
Date 17 SEPT. 1960		Mixtu	re K	ich_			
OAT <u>22</u> De	g. C	Flap	Posi	tion.	4-0)	Dog.
Press. Alt. 405 Ft	•	Gross	Wt.	20	636	5	Lbs.
Wind Speed 6.3 Kt	S.		T.	0.	5	() Ft.	
Wind Direction 130 De		IAS	5	0	Kts	60	Kts.
Runway Hoading 150 De		Ver	_5	2.0	Kta	54.8	8 Kts.
TIME - Sec DISTANCE - Ft HI							HEIGHT - I
.37 0	97.6						
1.35 126	82.3						
2.34- 185	66.8						
3.30 268	50.7				_		
4.28 360	30.0						
5.26 454	16.25				······································		
6.23 546	6.36						
7.20 635							
8.20 7/6							
9.16 789					· · · · · · · · · · · · · · · · · · ·		-
10.14 861		- Commission of the Commission					
11.13 920							
12.10 968		· · · · · · · · · · · · · · · · · · ·		****	~~~~		
13.08 1024							
14.05 1067							
15.03 1098			<u>.</u>		····		
16.00 1122							
16.99 1131							
17.64 1133							w.
							
					·		

135

Fliabt M	0. 11 RUN 2		AVg. RPM MAPFLT. OLE	
	SEPT 1960			
			Mixture Rich	
	23		Flap Position 40 Deg.	
Press. A	lt. 405	Ft.	Gross Wt. 26320 Lbs.	
Wind Spec	ed 3.9	.Kts.	T.O. 50 Ft.	
Wind Dire	ection 170/180	Deg.	IAS <u>52</u> Kts. <u>59</u> Kts.	
Runway He	ading 150	Deg.	Ver 54.8 Kts, 56.0 Kts.	~ -
TDE - Sec	DISTANCE - Ft	HEIGHT - Ft	TIME - Sec DISTANCE - Ft HEIGHT	- Ft
.44	0	64.5		
1.44	95	48.3		
2.46	195	27.4		
3.475	295	15.3		
4.48	390	3.2		
4.83	425			
5.86	515			
6.89	608			
7.90	676			
8.95	730			
9.97	805			
11.00	861			
12.05	909			
13.10	932			
14.14	970			
15.20	990			
15.89	1001			
		134		

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